The Hongkong Telegraph

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

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BIRTHS.

On the 4th instant, at No. 5 Wilkie Road, Singapore, the wife of S. H. JOSEPH, of a son.

At Race Course Road, Singapore, on 7th instant, the wife of JOHN BHEEM of a son, (stillborn).

At Penang on 8th January, the wife of J. A. MURRAY, Hongkong and Shanghai Banking Corporation, of a daughter.

On the 9th inst., at "Rosebank", Mount Elizabeth, Singapore, the wife of G. SCHUDEL, of a son.

MARRIAGES.

On the 30th Nov. at the residence of P. J. Stoffers, Esq., Lahat Datu, British North Borneo, by the Rev. W. H. Elton, JOH. C. STODERS of Lahat Datu to ANTOINETTE W. H. de Graaff of Amsterdam.

On the 7th December, 1904, at Bede's Church, Semaphore, South Australia, by the Very Rev. Dean Marryatt, Dean of Adelaide, assisted by the Rev. Canton Swan, E. W. F. GILMAN, of the Civil Service, Straits Settlements, to BESSIE, second daughter of the late C. M. Bagot, Esq., of Larges Bay, South Australia.

DEATHS.

On 7th Dec. at Laneside House, Gomersall, FREDERIC HENRY STEELE, KINDER aged 5 months, the beloved son of Frederic Thomas and Edith E. Kinder.

WALTER NOYES MOREHOUSE, Commissioner of the I. M. Customs, late of Lappa, Macao, died at Florence on the 15th December, 1904, of Bright's disease, in his 57th year. Deeply regretted. North-China papers please copy.

JAMES HAMPTON NESBITT, late s.s. *Zweena*, on board P. & O. *Moldavia* and buried at sea, 8th inst.

The Hongkong Telegraph

MAIL SUPPLEMENT,

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JANUARY 21, 1905.

HOME POLITICS.

(14th January.)

Many statements have been made by prominent politicians at home regarding the policy to be adopted by the Government immediately prior to the dissolution which, it is thought, will be brought about shortly after Parliament reassembles next month. One of the most remarkable of these unofficial assertions, and one that seems to have almost escaped general notice, was made the other day by Mr. W. S. Robson, the Member for South Shields, who is reported to have declared that Mr. Balfour would unite with Mr. Chamberlain in proposing a 5 per cent. duty on foreign goods. This would, of course, mean that the new Budget is to contain the first instalment of the policy of tariff reform, and the Government would go to the country with the view of obtaining its judgment on it. A general election in March would, therefore, be a certainty, if the Prime Minister and Mr. Chamberlain have agreed to this new departure in financial policy. The Chancellor of the Exchequer recognizes that he will be face to face with a serious financial situation next April. He sees that something will have to be done, and, according to this report, he has, at the instance of Mr. Chamberlain, suggested to the Prime Minister that a 5 per cent. duty on manufactured imports would be a satisfactory way of meeting the difficulty. If Mr. Balfour has accepted this policy he has completely succumbed to Mr. Chamberlain. He could not, however, ask the present House of Commons to deal with financial proposals of this character, and if, therefore, the Chancellor of the Exchequer presents a Budget of which this is the main feature it would mean an immediate dissolution. So far as the Radicals are concerned they have been clamouring for an appeal to the country for months past. The vital issues on which they are desirous of fighting the Government are untaxed food and freed trade, and their endeavour will be to obtain such a decisive win as to get rid of protection and to secure that the reaction of the past few years shall be seen no more. In their view they think nothing ought to, or could, interfere with the position which the education question, the temperance question, the land question, and all branches of social reforms already hold in their minds. It is their intention to win on all these issues, but the adoption by the Tory party of "protection" as their rallying-cry makes it necessary, they say, for the Liberals to place "untaxed food" and "freedom of trade" in the very forefront of the fight. The party is said to be in a good condition, and while its leaders see no reason at all to be dissatisfied with it, they deprecate the too sanguine expectations with regard to the election. The by-elections have been viewed with considerable caution, and it has not been forgotten that the permanent garrison of the Tory party in each constituency — with some exceptions — was stronger than any garrison which the Liberals had got in those constituencies.

A GREAT SHIPPING CONCERN.

(16th January.)

The intimate connection which the P. & O. Company has for the last forty years maintained with the Far East, and the commanding position which Sir Thomas Sutherland, the chairman of the company, holds in affairs of international concern, give an interest and importance to the annual meeting of the Company such as few other meetings enjoy. In the Far East especially it is recognised that the best evidences of general prosperity are to be found in the returns of these shipping companies which carry the balance of trade between this part of the world and Europe. Fortunately, on this occasion, the report submitted by Sir Thomas Sutherland was of an almost uniformly satisfactory character. After referring to the principal items affecting shareholders, the increased tonnage at the service of the company, the loss of the *Australia*, and the new contracts entered into for additional vessels of high cargo capacity, the chairman went on to deal with matters which are of vital interest to residents in the Far East. The attitude of Australia in refusing to enter into mail contracts with companies employing coloured labour may, in the end, it would appear, redound to the advantage of traders in the Far East. For should the protectionist policy of Australia prevail, and the inimical attitude of Australian politicians continue, particularly with regard to over-sea shipping, the P. and O. Company may have to consider the advisability of dispensing altogether with the Australian mail contract, and divert their splendid line of steamers, now running to the Australian colonies, to a direct service between England and China and Japan. In this connection, the words of Sir Thomas Sutherland are most suggestive. He said: "In China and in Japan there is a great opening taking place, and taking place very rapidly. I am by no means sure that the P. and O. would not have a larger field—certainly they would have a more economical field—for their operations in carrying out a direct line with China and Japan than they have at the present moment in connection with the Australian colonies." And at a later stage he again referred to the increasing prosperity in the East. He remarked that as times went the P. and O. had enjoyed a good year, but the new financial year on which they had entered seemed to offer even brighter prospects, for he thought that there were indications of a larger trade not only in India, but also in China, Japan and Australia. He repeatedly returned to this point of the Eastern trade, and made an interesting point. The Company, as most people here will remember, lowered their fares to China and the Far East when the Siberian railway became an accomplished fact. Although the war followed, and the Durbar traffic had vanished, it was not thought necessary to increase the rates. Yet there had been an increase on the returns of £20,000. The question of "conditional contraband" was dealt with in connection with the *Malacca* incident, and it was hoped that the subject would be dealt with at the next Hague Conference. Sir Thomas admitted that a claim had been presented to the Russian Government for the unjustifiable seizure of the *Malacca*—a claim so moderate that he did not think it wise to mention the amount because the shareholders might consider it too moderate. In a thoughtful reference to the advance of Japan in material wealth and strength, the chairman held that no matter how England admired Japan as an ally, they must not lose sight of the fact tha. Japan has been, and will be, one of the most determined competitors of the commerce of Britain and all Western countries. He cited the single case of lucifer matches—the trade in which had been entirely appropriated by Japan so far as the East was concerned—and maintained that by means of subsidies and bounties, by means of cheap labour, and by a great mineral wealth Japan would strain every nerve to make herself felt in all the commercial markets of the world. As regards the Company outsiders may take it as a sign of progress when we learn that 62,000 tons have been added to the fleet during the year at a cost of £1,700,000; that two new steamers of 8,000 tons each are being built; that the loss of the *Australia* has been written off; and that £500,000 was allowed for depreciation. Those in the East who have come to look upon the P. & O. steamers as people at home come to look upon suburban trains, who have followed the work of Sir Thomas Sutherland since those early days when he was actively engaged in opening up the East, will recognise that the veteran chairman of the P. & O. has lost none of his virility or grasp of affairs. In a passage that proved extremely effective, he recalled the days, forty years ago, when he was responsible for opening up the first regular steam communication with Japan. Hongkong has reason to remember the labours of Sir Thomas Sutherland, for it was he who was in no small degree responsible for the building of the docks at Hongkong, and to his energy has also to be attributed much that brought about the formation of the Hongkong and Shanghai Banking Corporations—institutions which have each in its own way contributed to the greatness of the port.

MERCHANT MARINE AND MARKETS.

Some few months ago we drew attention to an important commission appointed in America to investigate the conditions handicapping the shipping interests of that country in competition with other nations of the world. It was shown that for several years past there has been ample evidence throughout the United States of a well-nigh universal desire on the part of the American people for a merchant marine of sufficient magnitude to correspond with the ever-increasing volume of their over-sea commerce. The question has repeatedly been brought to the notice of Congress, but so far they have not deemed it expedient to encourage the service by going to their rescue with appropriate legislation. The growing importance of the Orient as a field for the export trade of most countries is no new subject of comment, and the desire on the part of America to solve the long-standing problem of the decadence of her merchant marine, seems in part to be due to national pride, which has been hurt by the frequent reports from their Consuls of the increasing rarity of their flag in these parts. President Roosevelt, in again bringing the subject to the notice of Congress last month, said he recognised that the importance of securing proper information and data with a view to the enlargement of American trade with Asia was undiminished, and stated that their consular representatives in China have strongly urged a place for permanent display of the U.S. products in some prominent trade centre of that empire, under Government control and management, as an effective means of advancing their export trade therein. It is premature at present to forecaste what the views of Congress will be, but should the members decide upon framing legislation there is not room for much doubt that the question of subsidy will be included in the drafting of the Bill. They will have to choose between the various methods of raising and distributing any compensation decided upon, and so far the most important proposals are as follows: The payment of bounties of certain rates per ton on all ocean-going vessels constructed in the U.S. and of certain rates per mile of voyage for all vessels under American registry plying to or from foreign ports; subsidies on mail steamships or mail contracts sufficiently liberal in terms to amount to a subsidy; or, thirdly, discriminating tonnage dues on foreign built and foreign owned vessels entering American ports. The Commission cannot have experienced much trouble in securing definite information on the subject as it should not have proved a difficult task to secure a mass of testimony regarding the precise difference between the cost of construction of ocean-going merchant steamers and sailing vessels in American and foreign shipyards. With this before Congress there will be a sufficiently sure foundation upon which to construct a Bill for the permanent revival of ocean ship building in the U.S. and the return of American merchant men to the high seas. When this is brought about competition in these parts may be keener than is the case at present; but our hold upon the Orient is of such long standing that it is doubtful if it can be loosened to any material extent by the enterprise of the American merchant marine.

SUGAR CONVENTION DISPUTES.

(18th January.)

A keen agitation on the subject of the Sugar Convention entered into by Great Britain and the sugar-producing countries of Europe has been proceeding in the English Press during the last few weeks. The question has become of so much importance that for the time being it has nearly ousted the subjects of fiscalitis and army reform, and ranks with the question of the unemployed as the most pressing question of the day. When the Sugar Convention was concluded, comparatively few people realised the importance of the subject, for the simple reason that it is hedged about with so much technicality and involves an understanding of Continental methods such as few people take the trouble to learn. With the exception of the West Indies, probably, where until a few years ago sugar production, and the methods whereby it could be stimulated and the price increased, were the all-important questions, it was scarcely realised that the abolition of bounties by France, Germany, Belgium and other producers of beet sugar was of vital interest to every individual in the United Kingdom, to say nothing of the Colonies and the Far East generally. But when sugar began to rise in price, when confectioners found that the cost of manufacturing their special line of goods had jumped with a bound, and that consequently sales were diminishing, when the manufacturers of mineral waters understood that the decreased output was due to the increased prices of their products following the advance in the value of sugar imported, a hue-and-cry was raised which is the subject of fierce contention in the political press. In the course of a very moderate but dogmatic article which appeared in the *Times* and we reprinted yesterday, it was laid down that the foreign countries, which had been signatories to the Convention, being at one on the necessity of reducing, if not abolishing, the heavy burden of sugar bounties would, whether Britain had or had not signed the Convention, have arrived at some means whereby a stop would have been put to the bounty system. Moreover, the world-famous firm of Tate and Sons are of the same opinion and they deny the assertions of the confectioners, mineral water manufacturers and all those engaged in occupations which involve a large consumption of sugar. On the other hand, the opponents to the Convention roundly accuse the Government—and Mr. Chamberlain in particular—of having thrown away no less than £8,000,000 per annum by tamely signing an agreement which allows the Continental nations producing beet sugar to drop the bounty system (which was all to the advantage of the British taxpayer) without any corresponding benefit being derived by Britain. The subject has developed into a party issue with the result that the real facts and condition of things are in a fair way to become obscured in the maze of side-issues and quibbling points which are bound to arise. But all this is matter for Great Britain alone, unless the West Indian sugar planters derive some benefit from the increased price of cane sugar by being able to compete with beet sugar. How does it affect the East? is the question which people in this part of the world will inquire. We understand that the effect of the Convention has been a perceptible influence on the sugar industry. Hongkong is the centre of a great refinery trade—as Mr. Shewan once said in Council, one of the greatest, if not the greatest, of our industries in the Colony—and it might be thought that the rise in prices combined with the reduction in consumption would affect the trade adversely. The Convention, so far as Hongkong is concerned, has had just the opposite effect. While prices in the consuming countries of the refined product have appreciated to an extent hitherto unknown, new outlets have been found for the production of the local mills, to supply whose demands both the refineries on the Island have been working full time, without intermission, in order to meet foreign requirements. Beet sugar, at one time considered the *bête noir* of the local industry, is practically shut out from the Eastern markets; for as long as the bounty is withheld from the growers and producers, beet sugar will maintain the high level of cost and thus it cannot establish itself as a successful competitor against cane sugar in this part of the world, as it had been the case in pre-Convention days. There is no sign that in the immediate future, there will be any less demand for the refined article. Indeed, from reliable official statistics it is ascertained that the world's total production of sugar shows a shortage estimated at 1,000,000 tons, as compared with 1903. In the past twelve months consumption showed an increase of 800,000 tons. If the increase in consumptive demand in the next twelve months should equal that of the past year it follows that the supply, in its relation to demand, would be 1,800,000 tons short as compared with the year just closed. This condition has already led to a large advance in the price of raw sugar although the commodity is still selling well under the parity of European beet. It is in the European beet sugar production that the principal shortage has occurred, as it is also in Europe that the great increase in consumption has taken place. The former, in the opinion of a Wall Street journal, resulted from the unusually dry summer on the other side of the Atlantic, while the latter was brought about by the abolition of bounties and Cartels which brought sugar within the reach of the peasantry to a greater extent than it had ever been before. Moreover, for the local industry it may be taken for pretty certain that, with the opening up of China, as a direct result of the construction of railways throughout the length and breadth of the Empire, there will arise a demand for the commodity that will tax to the utmost limit the producing capabilities of Far Eastern mills. That is satisfactory from the Hongkong point of view; but it must not be forgotten that events far outside our control and beyond our sphere have at times a knack of slipping into the cogwheel and for the nonce stopping the easy running of the machinery. It is not well to be over-optimistic in these days, and the special cause for rejoicing that we see at present, in so far as the sugar industry is concerned, is that Hongkong remains serenely undisturbed by questions which appear to be shaking the vitals of Great Britain.

NAVIGATION OF THE HUANGPU.

(19th January.)

During the past thirty years the public of Shanghai has continually emphasised the extent and seriousness of the silting of the Huangpu, and urged upon the authorities the importance of taking measures to prevent this invaluable waterway from becoming a narrow canal and shutting out all shipping from the Northern port. In the Peace Protocol, signed at Shanghai by the representatives of eleven Foreign Powers and China, upwards of three years ago, a separate Annex was devoted to the question of conserving the river and intended to provide a satisfactory solution. It is now over this very Annex that trouble has arisen and the final solution of the problem is again delayed. China desires to carry out the scheme single-handed, and before agreeing to the cancellation of the Annex the Powers want substantial evidence of her good faith in undertaking the work. She has expressed her willingness to furnish this by raising 460,000 taels annually towards the cost, and to engage a Dutch engineer of experience to go to Shanghai to superintend operations, but stipulates that the work is to be undertaken solely by the Chinese authorities without any interference from foreign merchants. In case the work is done between Woosung and Shanghai and there is anything to negotiate an arrangement would be made with foreign merchants and embodied in the form of an agreement to be negotiated with the foreign ministers in Peking and to be agreed and signed by all concerned. If the Powers are willing to accede to China's wishes relating to the conservancy it is expected that work, which is to be carried on piecemeal, will commence shortly; but should a further term of unnecessary delay follow the acceptance of the conditions by the signatories to the Protocol trouble may arise. Meanwhile, natural and artifical agencies continue filling in the bed of the river, and although the Coast Inspector at Shanghai is of opinion that even the combination of those changes due to natural physiographical causes and those due to artifical causes are not resulting in any permanent deterioration of the river, people in the Northern Settlement rightly regard the question as one of urgency—a view which will be upheld by the great majority of shipping and other firms having dealings with Shanghai. In China, however, things move slowly—as instanced by the long-standing campaign for the removal of barriers in the Canton River—and if the Imperial Throne is really alive to the occasion and earnestly desires to facilitate navigation on this important waterway, she will earn the thanks of a large body of foreigners at Shanghai and elsewhere when work is commenced.

RESTORATION OF WEIHAIWEI.

It has been announced in the Northern capital that, in consideration of the fall of Port Arthur, now being occupied by the Japanese, the Wai Wu Pu has notified the British Minister at Peking that Weihaiwei should be returned to China. In making such a request the Board of Foreign Affairs cannot be accused of any undue haste when consideration is given to the fact that, according to the Convention, the moment Russian occupation of Port Arthur ceases British tenure of Weihaiwei is at an end, and the position dominating the approaches to the Gulf of Pechili reverts to China. Whether the strategic importance of Weihaiwei is of such value as to warrant negotiations being opened with a view to the purchase of the port and the adjacent land, or their acquisition by a lengthy lease, is a question upon which experts are divided. Admiral Seymour strongly approved of the position which, if adequately fortified would, he thought, be one of great strength, while the presence of the British flag at this point would add greatly to the prestige and confidence of Britishers in the China Sea. When we took it over in 1898 we set about building fortifications and forts, spent large sums of money on the place, and intended to make it the headquarters of a new Chinese Staff Corps, on the pattern of the Indian, comprising artillery, cavalry, and infantry regiments, to be raised among the Chinese. Suddenly, and without any apparent reason, the transport of armament and the work on the fortifications was stopped. We broke our word to hundreds of Chinese who had taken service with us for three years, and dismissed them with three months' pay, much to their indignation. Then, in deference to strong criticism at home, we decided to retain 500 men of the Chinese Regiment, at the same time as we let our expensive works crumble away and gave every indication of relaxing our hold upon the place and evacuating. Great Britain has always begrudged the outlay necessary for safeguarding her interests, and for years past her policy in Asia has been that which has prompted her to maintain the Empire 'on the cheap.' At Weihaiwei we have staked much without effecting any insurance; and for the security

of our capital we have relied on luck. The result is doubtful, but if we decide on remaining in possession the cost of so doing must not be shirked: our strength must be increased until it reaches the same standard as that of our rivals in the neighbourhood. If, on the other hand, we finally decide to evacuate the withdrawal would most certainly be regarded as further evidence of our weakness, and would be another blow to our diminished prestige in the Far East. If, when before taking it over, we did not mean to keep it, we should have left Weihaiwei alone. On the other hand there can no doubt that Sir Ernest Satow, British Minister to China, who is an aggressive defender of our possessions and prestige in these parts, is likely to favour the extension of the naval base, while Japan would undoubtedly strengthen his hands in proposing the retention of the position. Much, of course, depends upon what is decided regarding Port Arthur. Coerced by France, Russia, and Germany Japan quitted the stronghold, which, in 1895, had been ceded to her by China as part of the fruits of victory, upon the understanding that it should not be occupied by any other Power. Yet within three years it was in Russian occupation as a fortified base. Japan has since regained it, and should she be asked to again evacuate it will do China no service, much less herself, to abandon it merely to let it fall again into other hands. Nor could she be expected to hand over a position of such political importance in her relations with China merely to give prominence to other Powers stationed in the vicinity. If she quits while we and Germany remain at Weihaiwei and Kiaochau, respectively, what compensation would Japan have for the sacrifices she has made? From considerations such as these a great diplomatic conflict may be pending, and one in which a Power cannot expect of another an exercise of self-denial it may not be prepared to show itself.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

ATTEMPTED ASSASSINATION OF THE TSAR.

(From Our Own Correspondent.)

London, 19th January, 2.40 p.m.

An attempt was made to shoot the Tsar as he was returning to the Palace, at St. Petersburg.

THE WAR.

RUSSIAN DETACHMENT

ATTACK COMMISSARIAT STATION.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

Tokio, 13th January, 6.20 p.m.

A Russian detachment consisting of eight squadrons with 12 guns appeared and attacked our commissariat station at Newchiatung on the 12th inst., but they were repulsed on all sides. A small body of the Russian cavalry on the night of the 12th secretly invaded the districts of Anshantien, Haicheng, Yinkow and Tashikiao, and partly destroyed the railway, which was, however, immediately repaired.

REFUSING TO TAKE DELIVERY.

INTERESTING CASE.

16th inst.

At the Supreme Court this morning, before the Chief Justice, (Sir Henry S. Berkeley) Mr. H. W. Calthrop (instructed by Messrs. Deacon, Looker and Deacon) proceeded *ex parte*, leave having previously been obtained on behalf of Messrs. Melchers and Company, who claimed damages from the Chang Fung Wing firm, of 282, Queen's Road Central for non-acceptance of goods ordered under contract.

The defendant firm was unrepresented.

Mr. Calthrop said there were a large number of contracts entered into between the parties from the 6th March, 1902, down to June 1904. There had been previous dealings with them, and the method was that the broker of the plaintiffs used to go round for orders. The defendants used to give an order, with their chop on it, and then they used to put in the price which they were willing to pay. It was then brought back to the plaintiffs who put their chop on it. Afterwards they saw whether they could sell the goods at that particular price, and if so, the order was returned to the defendants, who chopped it again and the contract was complete. If the goods, upon arrival, were not taken away from the godown within a specified time, included in the contract, the seller was to be at liberty to dispose of the goods, and the buyer was responsible for the difference between the selling and buying price. Notice was always given to the defendants of the arrival of the goods, and that they were lying in the godown, pending acceptance. In most cases, however, it happened that the defendants refused to accept, and kept on delaying, though in the case of some contracts they did take delivery.

Mr. A. W. Lamperski, assistant manager of Messrs. Melchers and Company, was called to prove the system. The contracts produced were signed by the defendants, and had not been carried out. When goods arrived, his firm always notified the defendants by special letter, announcing that they were ready for inspection. Messrs. Melchers had imported for the defendants on these contracts goods to the value of $8,189.64 which was inclusive of godown and insurance expenses. The goods not being taken delivery of they sent them to be sold by auction, and they realised $5,135.

Mr. Calthrop said this left a balance due to the plaintiffs of $3,054.64, which amount they claimed, with costs.

His Lordship entered judgment for the amount claimed with costs.

CAPTAIN SUES STEAMSHIP COMPANY.

DAMAGES $600.

17th inst.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) Andrew Casey, master mariner, East Street, Kowloon, sued the Wing On Steamboat Company, Limited, for $600 and costs, being damages for wrongful dismissal from their service.

Mr. F. X. d'Almada e Castro appeared for the plaintiff, Mr. P. W. Goldring (assistant to Mr. Hall Brutton) defended.

Mr. d'Almada, in opening the case, said the plaintiff brought the steamship *Chukong* back from Manila, some time in the month of July last year. He was on arrival appointed to the command of the vessel which it was the intention of the defendant Company to run on the West River. He took command of the ship on the 1st August, at a salary of $200 a month. He continued in command until the 30th November when he received a letter from the defendants, stating that after the 1st of December they did not require his services. Plaintiff on receipt of this letter went and interviewed the manager, and asked him the reason of his dismissal. The manager simply turned round and said: "Well, one of the owners wants another friend of his to go Captain." The following day, however, they asked him to make another trip as certain of the papers were at Kongmoon, but he refused to go saying he had been dismissed.

His Lordship: Was the employment in writing?

Mr. d'Almada: No, my Lord. It was an indefinite verbal hiring, and nothing was said as to the terms of the engagement.

Plaintiff was then called and bore out the opening statement of his Counsel. The vessel was under the British flag, and registered in Hongkong. He had received no notice previously that his services were to be dispensed with. When he interviewed the manager, he asked him, if there was anything against him, and he said "No."

In reply to the Bench,

Mr. Goldring said he understood from the Harbour Master, that it was the custom to give three months' notice.

Witness, continuing, said that when he refused to take the ship another trip, he said he would only do so, on condition that they gave him three months' notice. He had never received any complaints of any description from the owners or manager regarding his conduct whether afloat or ashore. He had never been accused of drunkenness.

Cross-examined:—It was true that from the 1st to the 23rd October he signed for 228 glasses of whiskey, but these were not consumed by himself. It was treating passengers and Customs officers. This period represented nine trips, and on one occasion he had sixteen European passengers. He denied that the manager ever told him not to drink so much. What he did say was: "Don't spend so much money on drink for these Custom House officers." When he came into collision with another of the Company's boats in August last he was quite sober. It was the result of a typhoon. One night at Kongmoon he struck a Chinese torpedo-boat, but did no damage. He was also quite sober. On that occasion he did not refuse to take notice of what the pilot said. He had never fouled the wharf coming into Hongkong yet.

Re-examined: In regard to the torpedo-boat incident, had he not immediately taken the care of the ship out of the pilot's hands there would have been a very serious collision.

The Manager of the defendant Company, an elderly Chinese, was then called for the defence. He said he dismissed the plaintiff because he saw things were not right. Plaintiff had several collisions, and frequently smelled of drink. In consequence of a report he received of the plaintiff's conduct at Samshui he told him he should dismiss him if he did not keep steady. He frequently received these complaints. On some occasions when the ship was about to leave, plaintiff would smell very strongly of liquor. When he spoke to him about it, he replied: "There is nothing to fear in drinking so long as I don't get drunk."

A tallyman, who had been employed on the ship all the time the plaintiff was there as skipper, said he had on occasions seen plaintiff a bit drunk and staggering.

The Chinese second engineer and the compradore were called to support the allegation that the plaintiff was addicted to drink. The last-named said he had reported to the manager, on occasions, the plaintiff's partiality for drink. When the collision with the torpedo-boat occurred the captain was a little drunk.

Mr. Goldring at this stage asked for an adjournment in order that he might call a European who was not in the Colony.

His Lordship declined to grant an adjournment and said Mr. Goldring should have subpœnaed him.

Mr. Goldring, for the defence, contended that the defendants were justified in dismissing the plaintiff on account of his drinking habits. He referred to the respectability of the Chinese witnesses, and remarked that it was unfortunate that in that Court the evidence of European witnesses was taken before that of Chinese.

His Lordship: Not with me. I see how a witness gives his evidence, and weigh that evidence by its probabilities. It makes not the least difference to me who is giving evidence.

Mr. Goldring, in conclusion, said that just one occasion of drunkenness on board was ample justification for the defendants acting in the manner they did. He denied that there was wrongful dismissal.

His Lordship, in summing up, said he did not think the defendants had justified their dismissal of the plaintiff. It was quite true that a master might dismiss his servant without giving him any reason, and might subsequently justify his action by proving a good reason, but the onus lay with him of proving as a fact that a good reason existed at the time of his dismissal. Now in this case the employment was admitted as also the sudden termination of the same, and it was alleged to have been terminated in consequence of the plaintiff's intemperate habits. It seemed to him that was not the real reason. It was inconsistent with the evidence given by the manager, for had he thought that the interests of his Company would best be served by the immediate and prompt dismissal of the Master he would would never have asked him to proceed another trip in the ship, after his letter of the 30th November. There was nothing new in removing a man from a position to make room for a friend of the Company's. It had been done before, and would be done till the end of time. He would give judgment for the plaintiff for the amount claimed with costs.

DEATH OF MR. W. N. MOREHOUSE.

14th inst.

It is with deep regret that we have to record the death of Mr. Walter Noyes Morehouse, Commissioner of the I. M. Customs, late of Lappa, Macao. The deceased gentleman had been suffering for some time from Bright's disease, which resulted in his death, at Florence, on the 15th December, in the 57th year of his age.

THE CHINA AND MANILA STEAMSHIP CO., LTD.

THE EFFECT OF JAPANESE COMPETITION.

At the Supreme Court this morning, in Original Jurisdiction, the Chief Justice (Sir Henry S. Berkeley) had before him, a petition of the above company to confirm a special resolution reducing the capital of the company from $1,500,000 to $750,000.

There was no opposition on the part of creditors or shareholders.

Hon. Mr. E. H. Sharp K.C., (instructed by Messrs. Deacon, Looker and Deacon) supported the petition, and said it was an application to confirm a special resolution passed at two extraordinary general meetings of the company, held last October, for the reduction of the capital of the company from one million, five hundred thousand dollars, divided into thirty thousand shares of $50 each, to seven hundred and fifty thousand dollars, divided into the same number of shares at $25 each. The application was made under section 59 of the Companies' Ordinances (1 of 1865). He asked for that confirmation, as further provided under article 42 of their Articles of Association. The circumstances of the application were these. An amount of $606,000 at capital, had during the last few years been unfortunately lost, and the Company wished to wipe that off. Particulars of this loss were shown in the account of assets and liabilities before the Court. The causes of the loss, as His Lordship would see, were severe competition during the past few years, especially from Japanese steamers, which, as his Lordship knew were furnishing very severe competition in this part of the world, in consequence of their ability to run their steamers at a much cheaper rate, and the company had felt this competition very severely indeed. Also the loss was due to the general decline of business from Manila. These causes had led to no dividend being paid since 1901, and it was perfectly clear the loss was a permanent one. Under these circumstances the procedure was very simple. They had to take three preliminary steps which they had taken. These were that a special resolution must be passed by the company; after that a petition must be filed in the Court to confirm that resolution, and the words "and reduced" added to the name of the company temporarily; and thirdly the petition must be advertised, all of which had been done. He also asked the Court to approve a minute which had been passed by the company. Counsel continuing, said he really asked His Lordship to do four things. (1) To confirm the resolution; (2) to approve the minute; (3) to allow them to dispense with the further use of the words "and reduced," and (4) to direct the usual advertisement of the Order. The usual course in that Court was to advertise in the *Gazette*, and in one English and one Chinese newspaper.

His Lordship made an order, confirming the resolution, approving the minute, sanctioning the removal of "and reduced" after the company's name, and directing that the order be advertised in the usual manner.

THE CRIMINAL SESSIONS.

18th inst.

The Acting Chief Justice (Sir Henry S. Berkeley) took his seat on the Bench at ten o'clock.

AN EXEMPLARY SENTENCE.

Tsang Hing, a houseboy, was indicted for defiling a European child aged six years and nine months, attempting the same, and indecent assault, on December 6th and other dates in the same month.

The Hon. Attorney General (Hon. Mr. E. H. Sharp, K.C.) prosecuted, and prisoner who pleaded not guilty was undefended.

The following were sworn jurors:—Messrs. A. Bain (foreman), M. Simmons, R. B. Cooper, W. Goetz, L. E. Lammert, G. Smith and E. B. Raymond.

Evidence having been led,

The jury found the prisoner guilty.

His Lordship said it was one of the very worst cases that he had ever heard. Prisoner would be sentenced to imprisonment for the term of his natural life.

THE "WING LOI" CASE.

Wong Tsing Tseng, coxswain of the steam launch *Wing Loi*, was indicted for the manslaughter of a child and a man, through carelessly navigating his launch on the 28th December last.

Mr. H. W. Calthrope prosecuted on behalf of the Hon. Attorney General (Hon Mr. E. H. Sharp, K. C.) and prisoner who pleaded not guilty was not represented by Counsel.

The following jurors were sworn:—Messrs. G. W. Gegg, A Bain, L. E. Lammert, J. Mills, J. Wells, R. B. Cooper and G. P. Currie.

The case has been very fully and recently reported in these columns. The accused was alleged through negligence to have collided with and capsized a sampan containing nine passengers. A child was drowned, and also a man, the body of the last-named being recovered from the Harbour some time later.

Evidence having been called for the prosecution,

Prisoner in defence said he blew his whistle twice. At his bows was a steam launch towing a boat. On the right hand side was a large steamer anchored, and at the bows of the steamer was a larger cargo-boat going to the East. He had to blow the whistle twice to go over to that side where there were no boats. After the blast of the whistle his launch went towards the North, and the sampan was also going towards the North. He stopped the engines completely, and rang the bell to go astern. The launch stopped and the sampan came against them; there were too many people on board the sampan and that alone caused it to sink. There was no room on the south side, there being too many vessels there.

Mr. Calthrop, replying for the Crown, said it was not a very serious case but he thought the jury would agree after hearing the evidence he had called that the prisoner was guilty of culpable negligence.

His Lordship, addressing the jury, said they might take it as a general principle, that wherever one was in control of anything that contained an element of danger the duty was imposed of bringing to the control of that thing such care and skill as would prevent the dangerous thing from becoming an actual danger, and that if in the management of this thing, so containing an element of danger, negligence was exhibited, and death resulted as the direct cause of such negligence, that was manslaughter, for which the person so guilty of negligence was answerable. That was the principle of law, and it was necessary for the protection of the public who had to use things containing an element of danger. Take such a thing as a railway. There the driver must bring to the conduct of the driving of the train skill and care, and if, by his negligence, a collision took place and death ensued, it was manslaughter on his part. Of course, as practical men of the world, they knew there had been cases where engine drivers had been convicted by juroes, where negligence had been brought home to them. And the same principle applied to the coxswain in charge of a steam launch. He must bring to the management of that steam launch skill and care. He must not be negligent, and if the jury found that death resulted as the cause of his negligence, they must by the obligation imposed upon them as jurors find him guilty of manslaughter. They must however be quite sure that death was directly caused by such negligence. The whole crux of this case, was whether the prisoner was negligent in the control of the dangerous thing of which he had charge, whereby death was occasioned.

The Jury, without leaving the box, returned a unanimous verdict of not guilty, and the prisoner was discharged.

His Lordship said he quite concurred with the verdict and that the whole thing was an accident.

The Court rose shortly after half-past one, and will re-assemble to-morrow at ten a.m.

ANOTHER DEATH SENTENCE.

19th inst.

The Chief Justice (Sir Henry S. Berkeley) resumed his seat on the Bench at ten fifteen this morning.

THE "TREMONT" MURDER CASE.

Pagain, the Negrito, was indicted for the murder of a fellow-countryman, on board the American steamer *Tremont*, in Hongkong Harbour, on the 5th inst.

The Hon. the Attorney General (Mr. E. H. Sharp, K.C.) prosecuted, and Mr. H. N. Ferrers defended. The following jury was empanelled: Messrs. A. Bain (Foreman), W. Goetz, O. W. C. Logan, L. A. Rose, G. P. Curry, G. Smith, and R. S. Piercy.

Counsel for the prosecution, in opening the case, said the prisoner and the dead man were members of a company of Negritos, who had been performing at the St. Louis Exposition, and at the time of the murder the company of twenty-four men and women were on board the *Tremont*, lying off the Yaumati shore, on their way back to the Philippine Islands. The company also contained what was known as a presidente and he would be called before them. It was on the evening of the 5th inst., when the company who appeared to all sleep in bunks in one screened off portion of the ship, that the prisoner descended upon the dead man, who was asleep in his bunk at the time, and with a knife disembowelled him. Prisoner managed to get away from the ship, and although a search was made for him, he was not arrested until some time later. When arrested he made a statement, admitted having murdered the man, and had since made a full confession, giving his motive as jealousy in respect of a female member of the troupe.

Dr. Spencer Howe, of the *Tremont*, after relating the nature of the wounds of the dead man, said that the woman in the case was unable to come to the Court, in consequence of being detained in quarantine at Mariveles.

After some lengthy argument, the evidence of this woman, given at the Police Court, was read.

A CONFESSION.

The Presidente referred to, who acted as interpreter, said that he saw the prisoner in the Gaol yesterday evening. Without any inducement of any kind he made a voluntary statement. Mr. Nolan, the interpreter at the Magistracy, was also present, with the object of translating from Spanish into English. The statement was taken down in writing, after prisoner had been duly cautioned, and he afterward put his mark to it.

The Attorney General read the statement as follows: Apowan (the dead man) went into Dangusan's (the woman's) bed. I saw him leave. The day after he said: "You will not go back to Suwok" (his home). I could not sleep. Apowan said it would be better for me to die first. If you are not dead you will tell the Americans. I was very much afraid. I did not sleep for five nights. Neither did Apowan. The night after the fifth night, Apowan went to sleep, and I struck at him with a knife, and afterwards escaped from the ship."

PRISONER NOT INSANE.

Dr. Thomson, Medical Officer in charge of the Gaol, said that he ordered the prisoner into the Hospital, in order that he might have him under observation.

Hon. Mr. Sharp: Will you express your opinion as to whether he is sane or not?

Witness: I think there is no evidence whatsoever of insanity.

Mr. Sharp: Are you of opinion that he is sane?

Witness: I am.

Mr. Ferrers: You know, Doctor, of what is unscientifically known as running amok?

Witness: I do.

Mr. Ferrers: Have you had any experience of running amok?

Witness: None direct.

Mr. Ferrers: But you have some knowledge of it?

Witness: Yes.

Mr. Ferrers: A man who runs amok is not in full possession of his senses?

Witness: Generally speaking, it is found that there is some cause or grievance which he means to avenge, and he strikes out at the first people who come in his way.

Re-examined by the Attorney General, Dr. Thomson said he had had lengthy conversations with the prisoner, through the interpreter, and he had never noticed anything which would indicate that his mental condition was deranged. In his opinion prisoner was quite sane. He had been under observation ever since his arrest, and had never betrayed the slightest symptoms of insanity.

THE DEFENCE.

Mr. Ferrers addressed the Court on behalf of the prisoner, and told the jury that they must be satisfied that the man was in full possession of his senses. If they were not satisfied, they would return a verdict to that effect, and he would be confined as a criminal lunatic or dealt with as the Crown thought proper. They must also be quite satisfied that he understood the proceedings going on around him. Counsel asked the jury to disregard the confession and admissions of the accused as having been made whilst in an unsound state of mind. All his actions from the time he left the ship pointed to the belief that the man was not accountable for his conduct, and not legally capable of giving an account of himself. Under the influence of terror from Apowan, who had threatened him, and said he should not go back to his home, and having had no sleep for five days he forestalled him, and got his blow in, but it was clear that he was suffering from mental collapse, and was totally irresponsible for what he had done.

UNUSUAL DELIBERATION.

The Hon. Mr. Sharp, replying for the Crown, said this was one of those cases in which there was not the smallest element of reasonable doubt. The crime was as deliberately committed as it could very well be; in fact, he might say, it was a case of most unusual deliberation. Dealing with the arguments of Mr. Ferrers that the prisoner was not accountable for his action, Counsel said the law presumed every man to be sane and responsible for his actions, and to make him irresponsible for his actions, it must be clearly and distinctly proved that he was insane. In this case there had been no attempt to prove insanity, and the question had only been introduced by suggestion.

CHERCHEZ LA FEMME.

His Lordship, summing up, said: The evidence showed a deliberate and intentional killing by the prisoner, because of the intimacy of the deceased man Apowan with a woman of whom the prisoner was enamoured. Well, a man who deliberately and intentionally killed another man, of whose favour with a woman he was jealous, was guilty of murder and nothing else, unless he could establish that he was irresponsible for his actions. If the killing had been deliberate it could not be manslaughter, except in one case, and that was where a husband found a man in the actual act of adultery with his wife, and killed one of them, and even then the provocation must be taken to be so great that if the killing were done at once it might be regarded as manslaughter. But that was not the case here at all. Prisoner was not the husband of the woman, and Apowan had as much right to go with the woman—she was a widow, a grass widow travelling alone—as anybody. He was not her husband, and the killing was not immediate. It was not done for five days afterwards. It was done as an act of revenge purposely, intentionally and deliberately, and after a long time apparently planning. In fact, the evidence showed that there was a quarrel between the two, because of this conduct of Apowan, which angered the prisoner. Each meant to wait his chance to get his knife into the other, and the prisoner got his knife in after a long time. It was murder, and there was no manslaughter possible. The test of insanity was not outrageous conduct. It was simply a question of did the prisoner know, or not know, that what he was doing, was wrong and against the law? Had he been a madman as was suggested, and not know that he had done wrong, he would not have attempted to leave the ship at all. He might have been what was commonly known as mad with jealousy, but that was not the madness to excuse murder. After some further remarks he dismissed the jury to a consideration of their verdict.

GUILTY.

The jury, after two or three minutes' deliberation, returned a unanimous verdict of "guilty of wilful murder."

THE DEATH SENTENCE.

His Lordship, in passing sentence, said: "You have been found guilty of intentionally and deliberately killing Apowan, your fellow-associate, on board the *Tremont*. You have told us that the reason which prompted you was jealousy. That affords no excuse for you according to the law of this Colony. Accordingly, you must pay the penalty of all who take life of another. That penalty is the forfeiture of your life. The sentence upon you therefore is that you be taken from hence, to the place whence you came and from thence on a date to be hereafter fixed by the Governor to the place of execution, and there you will be hanged by the neck until you are dead, and your body buried in such a place as may be assigned by the Governor. And may the Lord have mercy upon you.

The Court rose shortly after half-past one until to-morrow at eleven a.m.

20th inst.

The Chief Justice (Sir Henry S. Berkeley) took his seat on the Bench at the Supreme Court at eleven o'clock this morning when the last case in the calendar was entered upon.

ALLEGED FORGING OF NATURALISATION PAPERS.

Wong Cheuk Yau and Wong Tim, elderly natives, were indicted for that on the 13th November last, and on divers other days did unlawfully conspire with divers other persons unknown, to deceive and defraud the Agents of the China Navigation Company, Limited, and other liege subjects of the King, and by false personation attempted to obtain a passage to Australia by one of the steamers of the said Company to Australia alleging that the persons or was a subject of the province of South Australia.

Mr. H. G. Calthrop prosecuted on behalf of the Hon. the Attorney General (Mr. E. H. Sharp, K.C.) and Mr. H. N. Ferrers defended the first named prisoner.

Mr. Ferrers at the outset took an objection to the form of the indictment on the grounds of disjoinder and uncertainty.

The indictment was amended in one or two particulars.

The prisoners pleaded not guilty, the second stating that he had nothing to do with it at all.

The following jurors were sworn: Messrs. L. E. Lammert, W. C. Logan, M. Simmons, J. Mills, C. Pederson, W. Inglis, and H. A. L. Oldberg.

Mr. Calthrop, in opening the case, said that as they were probably all aware, the Commonwealth of Australia had passed very stringent regulations as to the allowing in aliens into the Commonwealth. Persons however who had been naturalised there, prior to the passing of this Act, received a certain certificate to show that they were naturalised, and this certificate re-admitted them into the country whenever they chose to go back. In consequence of certain matters one of the witnesses he should call before them, having received certain instructions from the police went to the house occupied by the first prisoner, where the other prisoner was acting as a sort of servant. The first prisoner described himself as a broker, and he assumed that he intended to carry on the business of supplying tickets to Australia for would-be emigrants. The man in question Ho Tim, in November last, went to this house in Connaught Road West, went up to the second floor and made certain inquiries. The prisoners were there, and he made certain inquiries of the prisoners as to obtaining papers to enable him to go to Australia. Various conversations took place different times between Ho Tim and the first prisoner, though the other defendant was always present, and could hear what was going on. Eventually the first prisoner promised to supply Ho Tim with the necessary papers to enable him to get into Australia. When he first went there Ho Tim had paid the sum of $50 on account, and had been told that the amount requisite to enable him to get the necessary papers was $850. Now the amount of a third class ticket from Hongkong to the far best point in Australia was only $135, so that the sum of $850 seemed at least extravagant to pay simply for the privilege of going in a steamer from Hongkong to Australia. The prisoners told Ho Tim it would be necessary to have his photographs taken. Two photographs were taken, the object being to send one of them to some other Chinese in Australia so when the man landed with his certificate of naturalisation, he might be identified by the person to whom the photograph had been sent. He was given papers in the name of one Ah Wei who had been in Australia and became a naturalised subject. Ho Tim left the house, on the pretext of going to get the other money, when Chief Detective Hanson appeared on the scene, and the first prisoner was arrested. A search of the place was made, and in a safe numerous bundles of letters of naturalisation were found. In conclusion, Counsel dwelt upon the penalties attaching to steamers and captains found to be carelessly carrying Chinese passengers to Australia. Not only were heavy fines imposed, but the ship had to bring them back to Hongkong.

Evidence was led, full details of which have already appeared in these columns.

On resuming after luncheon, His Lordship, addressing Mr. Calthrop, said that with regard to the first two counts charging the defendants with conspiracy and intent to defraud, there was no agreement between them to defraud the China Navigation Company Limited in any sense, because they were quite prepared to pay the passage money. If they used the word defraud, it implied the withholding of something, or the depriving of some right. The word defraud must be followed by words signifying what they were defrauding the Company of.

Mr. Calthrop said the indictment stated "with intent to deceive," and it was a criminal offence to agree to deceive.

His Lordship said it was not a criminal offence to agree to deceive, except with intent to defraud. It did not affect in any way the interests of Hongkong, if the China Navigation Company, Limited, should agree to carry a Chinaman to Australia. The law there was a purely local and domestic one with regard to the Chinese, passed as some believed in their interests, though other people held contrary opinions. How could it be a criminal offence in Hongkong to agree to evade that local law?

A long argument ensued on the Australian law with regard to aliens.

His Lordship ruled that the prosecution could not sustain the charge of fraud. Addressing the jury he said that the prisoners had not, on the evidence before them, been shown to have brought themselves within any criminal law of this country. They proposed to get one of their compatriots into Australia under a false name, because he wanted to go there, but he could not get in because by the laws of Australia he would have to pass an education test, which he could not pass. The two prisoners therefore being aware that an exception was made in the case of persons who were naturalised British subjects in Australia, proposed to sell this man, for a large sum, the letters of naturalisation formerly held by one Ah Wei, and armed with that he was to go to Messrs. Butterfield and Swire, and get a passage, but he proposed to pay for that passage.

The jury returned a verdict of "not guilty" of conspiracy and fraud, and the prisoners were discharged.

His Lordship advised the prisoners to stop this practice, or it might lead to something dangerous.

This concluded the business of the Sessions, the Court rising at 3.30.

THE LIABILITY OF HOTEL KEEPERS.

A MISSING DRESSING GOWN.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley, Mr. E. A. Nicholls brought an action against the proprietors of the Peak Hotel, to recover $20, the value of a dressing gown, alleged to have been lost by the defendants' negligence.

Mr. G. E. Morrell appeared for the plaintiff, and the defendants were represented by Mr. G. L. Duncan, formerly Manager of the Hotel.

Plaintiff said that he went to stay at the Peak Hotel on the 28th September, leaving at the end of a month. The day he was leaving he packed up a quantity of valuables, curios, etc., and told the boy, (who he understood was a substitute for the regular room servant) to pack up his clothes in his trunks. On his return at tiffin, the boy, in reply to his question said he had packed up everything, so witness, who was in a hurry, locked the trunks, and his luggage was removed to Craigieburn. The same evening when he unpacked his trunks he could not find his dressing gown. He complained to the defendants, but they were unable to find the garment, and denied liability. He had had the gown some time. It cost thirty-five shillings in England. He was quite sure he left the gown to be packed by the boy.

His Lordship remarked that by section 3 of the Ordinance, an innkeeper was not liable unless the same had been stolen through the wilful act or default of the innkeeper or his servant. (To Plaintiff): Did you have a key to your room?

Witness: No.

His Lordship: You left this dressing gown out to be packed up. There is contributory negligence on your part.

Mr. Duncan said there was a key to plaintiff's wardrobe, a key to his room, and a proper place in the Office to place same.

His Lordship: Was there a key to the wardrobe?

Witness: Yes, my Lord, but the lock was broken.

His Lordship: Did you complain to the management?

Witness: I did not. I never saw a key to the bedroom door.

His Lordship said a hotel-keeper was entitled to the assistance of his guests. If plaintiff could have shown, that he had locked up his room, he could have recovered. As it was, there was negligence on his part. There would be judgment for the defendants, but no costs.

UNLAWFUL LANDING OF ARMS.

LOCAL FIRM FINED $1,000.

14th inst.

At the Magistracy this morning, before Mr. F. A. Hazeland, a case was heard in which Messrs. Lutgens Einstmann and Co., of 14, Des Vœux Road Central, were summoned, at the instance of P. S. John Grant, for importing and landing a case of arms without permission from the Captain Superintendent of Police.

Mr. A. Herbst, on behalf of the firm pleaded not guilty, but the charge being proved a fine of $1,000, or three months' imprisonment was imposed, and the arms ordered to be confiscated.

Later, Mr. Gedge, of Messrs. Johnson, Stokes and Master, appeared and asked for a re-hearing of the case as his clients did not understand that there was any charge against them, and thought the summons only meant that they were required to give an explanation of the circumstances under which they came to import and land the arms without a permit.

His Worship said he would take time to consider the question of a re-hearing.

The arms consisted of twelve American Enfield rifles, and it appeared the firm had a permit to land a case of arms, but the permit was not made out in their name.

19th inst.

The rehearing of the case against Messrs. Lutgens, Einstmann and Co., of 14 Des Vœux Road, Central, in which they were charged with landing a case of arms without a permit from the Captain Superintendent of Police, was taken by Mr. Hazeland this morning. Mr. Gedge, of Messrs. Johnson, Stokes and Master, appeared for the defendant firm.

Paul Remedios stated that he was clerk to Messrs Jardine, Matheson and Co. The bill of lading, produced, was brought to him by Mr. Herbst, of the defendant firm. It was endorsed by them, and witness signed it on behalf of Messrs. Jardine, Matheson & Co.

To Mr. Gedge: Witness did not know who took these goods from the steamers.

Chiu Song said he was a tallyman at the Kowloon godowns. Looking at the bill of lading shown to him, he said it was presented on board a steamer, the name of which he did not know. Witness landed the box mentioned in the bill and stored it with other goods in the godown. The marks on the box tallied with those on the bill.

To Mr. Gedge: Witness did not know on whose account the box was landed.

He handed the case into No. 15 godown. He was on the ship, and the box was put on to

his launch, and witness went with it, and handed it over to another man in the godown. He did not have any permit. Shown a permit witness said he did not have that document when he landed the goods in question.

Sergt. detective J. Grant said that on the 29th December, at about noon, he went to No. 15 Kowloon godown, and there saw a case bearing marks corresponding with the bill of lading produced. He opened the box, and found it contained 12 rifles. The last witness was not present when he opened the box, but viewed it afterwards. The defendant firm have no licence. They had one, but about six months' ago the Captain Superintendent of Police cancelled it.

Mr. Hallifax, interposing, said it was cancelled about March last, and it ceased to operate about June 1903.

Witness, continuing, said the application shown was from Messrs. Arnhold, Karberg and Co., for a removal permit; they are licensed dealers now. A removal permit was issued in accordance with that application. The permit was for the removal of twelve American Enfield rifles, and those in the case in question tallied with the description of those on the permit.

To Mr. Hallifax: He believed the goods were lying in the godown to the order of Messrs. Arnhold, Karberg & Co.

To Mr. Gedge: He got that information from the officer of the Kowloon godown. He made no other inquiries. The Godown Company told him that the case was landed to the order of Arnhold, Karberg & Co., and said it was stored for them. He was not told that that firm paid the landing charges.

Carl Herbst said he was a clerk to defendant firm. He received instructions and a bill of lading from Mr. Boisseree, manager of defendant firm, and was told to hand the bill of lading over to Messrs. Arnhold, Karberg and get them to have the case landed and stored to their order. He went and handed the document personally to Mr. Lieb, of Arnhold, Karberg & Co., but before doing so he went to Messrs. Jardine, Matheson & Co. and got it endorsed by them, as he was told that as the ship was leaving the case must be landed at once.

To Mr. Hallifax: This is not the first time that bills of lading have been handed over to Messrs. Arnhold, Karberg and Co in the same way within the last six months. Witness had to do with the removal of arms on several occasions for defendant firm. He had no fear of prosecution. He had studied the Arms Ordinance, but he knew it for his own purposes.

Fritz Lieb, an assistant in the firm of Messrs. Arnhold, Karberg and Co. said he was in charge of the arms business, and his firm holds a licence to deal in arms. The last witness brought him the bill of lading, shown, on the 27th of December last It was endorsed by Jardines, and the defendant firm. Both those signatures were necessary before he could obtain delivery of the box. He applied to the police for a removal permit (the letter produced was that application) and he got the permit asked for. He sent the same with a letter to the Kowloon Godown Company, with instructions to land the case in their godowns and store it to the account of witness's firm. He subsequently received a godown warrant from the Godown Company, and a bill for landing charges against his firm. He did not know if the bill was paid. He subsequently returned the permit to the police after he had got the case back in the godown. The case is still lying in the godown to Messrs. Arnhold, Karberg and Company; it belongs to them. The defendant firm has no interest in the arms to his knowledge. He neither paid nor received any commission to or from the defendant firm in respect of this case of arms. The defendant firm are the consignees of the case. Witness's firm had not bought the arms from them.

Philip Wolff, a clerk in the Kowloon Godowns, said he received a letter, produced, from Arnhold Karberg and Co., together with a bill of lading, and a removal permit. He then sent a launch to get the case from the steamer. It was landed to the account of Arnhold, Karberg and Company, and it was stored to their account.

Ludwig Boisseree, manager of defendant firm in Hongkong, said he received a letter, from Singapore, containing a bill of lading. He had no previous correspondence with Messrs. Brinckmann and Co., the writers of that letter, and they had no authority to send his firm the case of arms. He had not paid for it, as it was not his firm's property. He had not received any reward from either firm.

Mr. Gedge reviewed the evidence, and submitted that the law provided that every importer, vendor or dealer, must have a licence. To be an importer the goods must be landed first. Now in this case Messrs. Arnhold, Karberg and Company, and no one else, were the importers, and they held a licence, and proper permits. His clients had no intention to, nor had they, in any way, evaded the law.

His Worship held that the goods were consigned and were landed. That was proved in evidence, and thus the prosecution succeeded in their case. There would be a fine of $1,000.

HOLLYWOOD ROAD FIRE.

FOKIS CHARGED WITH MURDER.

14th inst.

This morning the two *fokis* who were arrested while running out of No. 168 Hollywood Road, immediately after the out-break of the fire on Thursday last, were placed before Mr. Gompertz, at the Magistracy, charged with murder, in that they did wilfully, maliciously, and of malice aforethought cause the death of ten persons by setting fire to the premises, No. 168 Hollywood Road on the morning of the 12th inst. The charge of arson was added. Formal evidence of the arrest of the accused was given, and the case was remanded.

KOWLOON FIRE INQUIRY.

17th inst.

This afternoon Mr. Gompertz held an inquiry at the Magistracy into the cause of the outbreak of the fire in which four houses on Elgin Road, Kowloon, were gutted on the 3rd inst. The fire is said to have originated in No. 48, Elgin Road, the shop of a camphor-wood box makers.

Before proceeding to take evidence, Mr. Gedge, of Messrs. Johnson, Stokes and Master's office, applied for an adjournment, on behalf of the London and Lancashire Fire Insurance Co. which is concerned in the matter, to collect evidence. The inquiry was adjourned for one week.

MORE FIRES.

19th inst.

Two more fires occurred in quick succession last night in the Central and Western districts. The first report, sent to the Central Police Station at 7.15 p.m., was that a fire had broken out in the furniture shop of Tang Lee, at No. 44, Wellington Street. The Brigade, under chief Inspector Baker immediately turned out, and repaired to the scene, and soon had the flames extinguished before much damage was done. It appeared that a *foki* in the shop overturned a lamp and thus set fire to some pretonne-covered chairs and mats. The damage amounted to barely $200, the property being insured for $2,000 with the Cheung Chau Insurance Company.

The firemen had but just returned to their station when a second alarm was given, and again they turned out to find that a fire of more serious proportions had broken out in No. 44, New Market Street, a narrow lane close to the Harbour Master's Office, in the shop of Kwong Sing Co., Chop Sang Lee, mat dealers in which large quantities of packing mats were stored. In this house, the second and third floors were completely gutted, large quantities of mats being entirely destroyed. A remarkable fact in connection with the fire is that while it is known no lives were lost, neither the master, fokis, coolies, nor any employes of the shop had, up to this afternoon, been seen or heard of since the outbreak, though they were known to be about their business in the premises yesterday as usual. The amount of damage could not be ascertained, but the place is insured with the Hip On Insurance Company for $3,000.

THE DOUBLE MURDER IN HONGKONG.

FURTHER MAGISTERIAL PROCEEDINGS.

16th inst.

This afternoon the case in which the Igorrote, Peguien, is charged with the murder of Cheng Tung, ricksha coolie was resumed before Mr. H. H. J. Gompertz Senor Lazaro Bebit, Presidente of Igorrotes, was sworn in as interpreter. It will be remembered by our readers that this prisoner is the man who was committed for trial for the murder of another Igorrote on board the s.s. *Tremont* in this harbour.

Prisoner pleaded "Not guilty," to the second charge.

Dr. E. A. R. Laing stated that on the 7th inst, he examined the body of Cheng Tung, a Chinaman, aged between 40 and 50 years. The deceased had a stab-wound in the chest, about three inches long, four stab-wounds, an inch and a half long, on the arm, and two stab-wounds in the front of the chest. He died on the 8th inst. Witness made a post mortem examination the same day and found that death was due to internal hemorrhage, brought about by the wounds which might have been caused by the knife produced. Deceased was identified to witness by a constable, and three Chinese had also identified him to Constable, T. Sutherland.

Chang Tang, a ricksha coolie in charge of ricksha 324, living at 31 Third Street said that Cheng Tung was a ricksa coolie living in the same house. On the 7th inst, he was with his ricksha near the Wing Chai wharf, and Cheng Tung was next to him. A foreigner went up to deceased and stabbed him on the chest. Witness called for police, and ran away. After he returned a crowd had collected, and he then saw that the prisoner had been arrested by the Chinese constable. The prisoner is the man who stabbed deceased. The man and deceased said nothing. There was no reason why prisoner stabbed deceased. The latter was sitting on the footboard of his ricksha, and did not do anything to prisoner. Witness went to the hospital on the 8th inst., and there saw the body of deceased.

His Worship: You are sure the deceased did nothing to the prisoner?

Witness: No, he did nothing at all.

His Worship: He was sitting next to you?

Witness: No; I was sitting next to him!

Cheun Kam, stated that he was a ricksha coolie living at 31 Third Street. Deceased, Cheng Tung, was his friend and clansman, and they lived in the same house together. This witness then corroborated the last witness in detail. Witness did not see what the prisoner had in his hand, but he saw him make a stab at deceased who then fell down. Before that deceased put out his hand to sign to the prisoner to go away, and the latter went a pace then turned back and stabbed deceased. Deceased did not say one word.

Another coolie living at No. 31 Third Street gave similar testimony, and said that deceased was his uncle. On the 10th inst. P. C. 380 took him to the mortuary to see the dead body of Cheng Tung, and he there identified it to the constable as that of his uncle. He did not witness the stabbing.

P. C. Thomes Sutherland, said that on the 6th inst. at 6 p.m. he was at the junction of Des Vœux Road and Wing Lok Street, when he heard a police whistle blown from the direction of Wing Lok pier. He went and found a crowd there, and in the middle a man jumping about and apparently stabbing at everybody within reach. Witness sprang forward and seized him from behind and they fell over, witness falling on top. He then felt his leg being cut, and he twisted prisoner's wrist and caused him to drop his knife. The Chinese constable picked up the knife. An Indian then came up and they held the prisoner, each by a wrist. He then saw a ricksha-coolie lying on his back over his ricksha, covered with blood, and insensible. He then took prisoner to the Central Police Station and handed him over. The man in the dock was the man who struggled with him. On the 9th inst. he took the three first witnesses to the mortuary and they identified the body to witness, as Cheng Tung. Previously he identified the body to Dr. Laing as that of the man he had sent to hospital. Witness could not sware that the knife produced was the one that the prisoner dropped, but be believed it to be so.

His Worship: But this is the evidence of the Chinese Constable.

Witness: Yes, I see that by the papers, but it is really part of my evidence.

His Worship: You mean that the Chinese constable's evidence is all imagination?

Witness! Yes.

His Worship: Then he said what he would have liked to have done! After giving that evidence I commended the constable for his gallant conduct, and now it appears the credit was due elsewhere.

Constable Ingham then testified to searching the prisoner, and finding on him the second knife produced. Prisoner was disguised in the Chinese clothes produced, consisting of a long coat and three jackets and the trousers he was still wearing. The clothes were dry then.

Goolam Khan, Indian constable 369, corroborated P.C. Sutherland, regarding his struggle with the deceased, and prisoner was ultimately committed for trial.

THE HARBOUR PIRACY.

16th inst.

Wong Hi, Ng Kam, and Kwok Cheung were charged before Mr. Gompertz, at the Magistracy this morning, with boarding the passboat *San Fu Li*, No. S. 860, armed with revolvers, daggers, etc., and there robbing Kwok Shun Chi, the master, of $1,700.50 in money, and $139 worth of jewellery, in the waters of this Colony, under circumstances already recorded in these columns. Formal evidence of their arrest having been taken, the men pleaded guilty, when, at the instance of Chief Detective Inspector J. Hanson, the case was remanded for one week.

THEFTS by servants are of daily occurrence and the necessity for a proper system of registration of servants is becoming evident, says the *S. F. Press*.

INTERFERING WITH TARGET PRACTICE.

JUNK MASTER FINED.

20th inst.

Before the Hon. Captain L. A. W. Barnes-Lawrence, Marine Magistrate, this morning, P.C. James Munday prosecuted Tong Cheung, owner and master of licensed junk No. 271 H., for wilfully disobeying the lawful orders of the Harbour-master, in Victoria Harbour, on the 28th of December, 1904, under Section 39, Sub-sections 18 and 19, of Ordinance 10 of 1904.—P.C. Munday stated that about 10.30 a.m. on the 28th of December last, he was on duty on the military launch *Jubilee*, in company with an officer of artillery, and was detailed to see that orders that junks and other vessels were to keep clear of the line of fire from the guns practising on that day from Stonecutters' Island, were regarded. He observed the junk, of which the defendant is the owner, crossing the line of fire, and so followed her and warned the master to go back. Defendant, however, took no notice of the order. —By the Court: The *Jubilee's* coxswain, a Chinaman, repeated witness's orders in Chinese. The launch was then steered across the bows of the junk, and the orders repeated, and the junk compelled to obey. The number of the junk and her owner's name were taken.—The owner of the junk said he did not obey the order because there was no wind, and therefore he couldn't do so.—The constable, re-called, said several junks had previously been warned, and had obeyed the orders, the wind being amply sufficient to move them slowly along.—Tong Cheung said he was making for the Lyeemun Pass.—By the Court: He observed the target practice; he knew it was going on!—Hon. Captain Barnes-Lawrence, warned the man to immediately obey all orders given him by the police in future. In this case he would be fined $3.

ELLIS KADOORIE CHINESE SCHOOL.

DISTRIBUTION OF PRIZES.

20th inst.

An exceedingly interesting ceremony took place this forenoon on the occasion of the distribution of prizes to the successful scholars. The parents and friends of the pupils were present in large numbers, and among those in attendance were H E. the Governor, Messrs Ellis Kadoorie (President), Lau Chu Pak (Hon. Secretary), Ho Kom Tong, E. Kadoorie, Chiu Tin, A. Hamilton, W. R. P. Scott, (assistant) Masters, Mrs. J. C. Lowe, Messrs. Leung Yan Po, Chan Foon Ng, Lau Chin Ting, Lam Yin Ting, Mrs. Lam Shing King Hi, Sui Tsung Pong, Leung Chak Chow, Cheong Suk Ping, S. J. Michael, E. Howard, Mrs. Braidwood, Chau Siu Ki, Rev. and Mrs. Pearce, Mrs. Pierce, Mrs. Walker, Capt. and Mrs. Milroy, Mr. and Mrs. McCubbin, Messrs. E. J. Moses, Fung Wa Chun, Tam Tsze Kong, Mr. and Mrs. Young Hee, Messrs. Williams, Sin, Yue Chong, S. A. Joseph, Pun Yan Chun, C. S. Gubbay, Mrs. and Miss Henderson, Mrs. A. Henderson, and Rev. C. H. Hickling.

THE HEADMASTER'S SPEECH.

Mr. Braidwood said:—Your Excellency, Mr. President, ladies and gentlemen, I have much pleasure in presenting the fourth annual report of the society's Hongkong college. In one respect the past year differs materially from those that have preceded it. On the 30th June last the college completed its first year under the Government Grant-in-Aid scheme. In that month Mr. E. A. Irving, inspector of schools, conducted an examination and although we naturally failed to reach his high standard of excellence he was able to report that "the school is well organized with good provision for teaching the Chinese language. The discipline is very good." Referring to colloquial he pointed out that sufficient attention was not being given to the subject, although "a fair beginning had been made and the boys of the highest form talked well and fluently. Arithmetic he strongly commended, but agreed with the remarks made in the annual report of 1903 in reference to the unsatisfactory results in geography. The amount of grant earned was $3,112 being an average of $16.74 per head calculated on the average attendance.

Although for Grant-in-Aid purposes the school year ends on June 30th, the Headmaster's examination was held as usual at the end of the year. Falling as it does shortly before the Chinese New Year, it is in many respects more convenient.

SOME RESULTS

On the present occasion the examination began on the 13th December and was continued daily, all the papers being examined and returned before Christmas. A large proportion of the English papers in the upper forms were examined by Messrs. Hamilton and Scott, and the translation from English to Chinese and vice-versa by Mr. Fung, the Senior Anglo-Chinese assistant. The standard required for a pass was considerably higher than last year particularly so in the subject of writing from dictation, to which I attach considerable importance. The results are briefly as follows:—Reading 96 %; Writing from Dictation 64 %; Arithmetic 79 %; English Composition 85 %; English Colloquial 83 %; Grammar 84 %; Geography 85 %; Map Drawing 85 %; Translation C to E 63 %; Translation E to C 67 %; History 83 %; Elementary Science 79 %; Mensuration 72 %; Euclid 56 %; Algebra 56 %.

The poor results in Euclid and Algebra are accounted for by the fact that those two subjects were added to the curriculum by request of the more advanced pupils so recently as last summer holidays. In teaching elementary science we were considerably handicapped during the year by the want of suitable apparatus. This deficiency has now been rectified by the purchase of two of Brown's cabinets of objects and apparatus for the teaching of elementary science and nature knowledge, so that we are now able to illustrate the lessons by means of simple experiments. As a means of stimulating interest and inciting conversation this apparatus is invaluable. In 1902 the Committee on Education in Hongkong having examined the course of study prescribed for the Oxford local examination decided that "too much time was spent in the acquisition of dry facts relating to early and mediæval English history and to the geography of countries which are only remotely connected with the Far East."

EDUCATIONAL METHODS.

The wisdom of this decision must be recognised by all who take an interest in education and educational methods. As a result of this declaration a Committee appointed for the purpose drew up last year a scheme for a four years' course in these two subjects in which an examination will be held annually by the Oxford Delegates and certificates awarded by the Hongkong Government. We have welcomed this change and adopted it as a decided advance in the path of progress. It is, however, to be regretted that the excellent book prescribed for the study of Universal History (Myers) is not now procurable in a form and at a cost suitable for class teaching. Efforts should be made by the education authorities to have this book subdivided to suit the four-years' course. Meanwhile I propose to surmount the difficulty by adopting it as a reader in the Upper Forms.

Since Mr. Irving's visit in June special attention has been given to geography and as evidenced by the percentage of marks gained (87) in the late examination, a marked improvement has taken place. This subject has had an increased interest for those members of the Anglo-Chinese staff who have been attending the lectures on geography given by Mr Williams at Saikingpun School. As no suitable map of Victoria is published the Education Department kindly provided one and we are promised a class map of Kwang Tung Province from the same source.

THE SCHOOL STUDIES.

On resuming after the mid-summer holidays all translation exercises ceased except in the three upper forms. The time formerly devoted to the subject is now given to English composition and colloquial. Opinions regarding the advisability of discontinuing translation in the lower classes are of a conflicting nature and the system has had such a brief trial here, that I defer passing judgment till a subsequent report. The lower marks obtained in the translation exercises are not due to any retrogression in the subject, but solely to the higher standard demanded and the stringency of the marking. In colloquial there is this year an advance of 7% and the great improvement in this subject especially in the lower classes is one of the most gratifying features of the examination. The teaching of this subject falls heavily on the English masters from the difficulty in procuring qualified Anglo-Chinese assistants. The high standard now demanded by the Education Department necessitates further training on the part of these assistants and the ever-increasing number of the schools calls for increased numbers of them so that unless a training college is established in which they may not only improve their knowledge of English but be taught to teach, the schools must necessarily suffer inefficiency. The pass in science is the same as in 1903 (79%), but with the apparatus already referred to we hope to have better results during the current year.

A SCHOOL LIBRARY.

Following a precedent of my own in connection with another school in the colony I resolved to establish a Circulating School Library to foster the desire for reading among the pupils. The boys in the senior forms showed such enthusiasm in the matter that with their assistance I was able in a very short time to raise the sum of $121. The result is that we have now a library of 260 volumes of bright, interesting, and above all pure literature which cannot but prove an undoubted blessing to present and future students. I here take the opportunity of expressing my deep thanks to those gentlemen who so readily and generously contributed towards the good object.

THE BLAKE SCHOLARSHIP.

At the last Prize Distribution I was able to announce that through the generosity of the Chinese community the college had received a Blake Scholarship to the value of $50 per annum. On the present occasion I have to place on record the liberality of Mr. Ho Kom Tong who has kindly presented two scholarships—a senior and a junior. These scholarships are of the value of $35 and $25 per annum respectively and are to be competed for yearly in Forms II and IV, preference being given to the student making the highest number of marks in English reading, composition and colloquial and in translation from Chinese to English. The hearty thanks of the council and all connected with the College are hereby tendered to the donor for his generous gift.

ABOUT ATTENDANCE.

Last year I had to complain of the irregularity in attendance and the council in an effort to remedy this offered certain indemnities to regularity by the remission of fees to those students who made the necessary number of attendances. This offer has resulted in 14 boys making the maximum number of attendances, viz., 237 while 46 have been present on 215 or more days. The average attendance for the Government year ending 30th June, 1904, was 185.88; for the succeeding 6 months it has been 222.21. It will thus be seen that the experiment has met with a considerable amount of success.

SPORT AGAIN.

The presence of two or more Britishers in any part of the globe is almost synonymous with the word "sport" and our teachers are no exception to the rule. They have endeavoured to encourage games—especially football—among the boys. The recently established football league for Schools should give a great impetus to the game, but the necessary steps should at once be taken to secure for the west end of the City a suitable playing field as it is too far for boys living in this district to travel down to Happy Valley for practice. Our thanks are due to the directors of the Po Leung Kuk and numerous other Chinese gentlemen who sent us prizes (loud applause).

After the prize distribution was over His Excellency the Governor was called upon to speak.

THE GOVERNOR'S SPEECH.

The Governor said—Ladies and gentlemen—The most agreeable way of carrying out the duty which now devolves on me of making a few remarks would be to eulogise the parts of the reports submitted by the Headmaster and by the Inspector of Schools. I wish, however, to restrain myself to the less agreeable, but possibly the more useful, method of making a few remarks on a subject in which the scholars have proved themselves to be the least proficient. It is difficult to understand why the study of geography should not be attractive to the boys of this college. In a village in the interior which has very little connection with the outer world, it is natural that small interest should be taken in countries whose names were hardly ever heard. But here in Hongkong every boy has before his eyes ships that come from every quarter of the globe, laden with produce that comes from many lands. One day a ship leaves port to take up coals for South Africa another ship is loading for Australia; and another ship comes in from Australia with goods which we could not produce here. One day the steamer *Empress of India* brings mails from the great American continent. Another day it is the English mail that comes in, by the Pacific or the Atlantic Oceans. The ships come here laden with the produce of many countries, machinery and manufactured goods with luxuries of every sort from China, with sugar from the Philippines, with coal from Japan and the New South Wales, and numerous other articles which we require, without entering into further details. If the imagination of the boys—of every boy—were only awakened to follow these ships through their long journeys, for distant destinations, and so dwell upon the changes of life in these far-away countries then, I think, a great work would have been done. Apart also from the study of geography—and I will say that the importance of that study can hardly be exaggerated—it has to be remembered that the official has minutely to note the conditions of the country and the district of the province in which he works. The merchant must know the lands which he holds, just as he must know how he will sell his goods, and how he will reach the markets. Geography like every science, is of great importance, and as you are all aware it is of great importance to the soldier. Even the clerk must have sufficient knowledge to be able to send a letter to its destination. In the study of the natural sciences a study of geography is essential. And the history of past ages must be acquired, because it is so necessary to the apprehension of the politics of the present day. Such knowledge is useful in a variety of ways, for journalism and many other forms of literature. While a knowledge of geography makes many books interesting which otherwise would only be slightly so, there are many books which make the study of geography itself and teach geography for its own value. I have one here which describes the tour of the Prince and Princess of Wales to the various parts of the British Empire. I will conclude my remarks by presenting, with my best wishes, something to the best boy of the many boys who have come before me, and who the Headmaster tells me is the best for the year, in remembrance of this occasion. (Loud applause).

Lau Wai Yung was called forward and given a private presentation by His Excellency the Governor.

The Headmaster, in a short speech, admirably fitted to the occasion, expressed his own and the pupils' satisfaction and pleasure that the Governor had come to the distribution of prizes. It was no small gratification, he said, to receive from the King's representative the reward of their work for a year—(applause). It incited them to do better work in the future and on behalf of the President and the members of council, and the teaching staff he offered to Sir Matthew Nathan sincere thanks for coming to their annual distribution of prizes.—(Loud applause).

Three cheers were given for His Excellency and the proceedings then terminated.

PRIZE LIST.

CLASS I.

Dux of the School and Blake Scholarship, Lau Fu Chung.

College Scholarship, 1st, Lai Ki Hong; 2nd Wong Yuk Nam; 3rd, Wong Yau Ming.

Attendance, Lai Ki Hong; Wong Yau Ming.

Recitation, Lai Ki Hong.

CLASS IB.

College Scholarship, 1st, Ho Pak Ku; 2nd, Chau Yau Tong; 3rd, Cheng In Choi.

Attendance, Chau Yau Tong.

Recitation, Chau Yau Tong.

CLASS II.

Ho Kam Tong Scholarship. Ho Pak Kwing.

College Scholarship, 1st Tsang Kwong; 2nd, Sham Wai Ching.

Recitation, Chau Tai Him.

CLASS III.

College Scholarshp, 1st, Fok Lau Fong; 2nd, Chin Ki; Leong Ki Lok.

Recitation, Fun Chun Wun.

CLASS IV.

Ho Kam Tong Scholarship, Leung Im.

College Scholarship, 1st, Leung Hing Chu; 3rd, Wong Fuk Yau.

Attendance, Leung Hing Chu.

Recitation, Chiu Chan Chiu.

CLASS V.

College Scholarship, 1st, Su Kwong Kwan; 2nd, Kom Wing Sun.

Recitation, Su King Chi.

CLASS VIA.

College Scholarship, 1st, Fung Kwai; 2nd, Wong Chung Sing; 3rd, Lau Wa Tung.

Attendance, Fung Kwai.

Recitation, Tsang Tsoi U.

CLASS VIB.

College Scholarships, 1st, Kau Ping Fai; 2nd, Li Cheuk Ying; 3rd, Tsu Chit Po.

Recitation, Li Cheuk Ying.

CLASS VIC.

College Scholarship, 1st, Mui Tat Yuen; 2nd, Chan Iu Kai; 3rd, Lau Lun Chung.

Recitation, Su Kwan Fat.

CLASS VID.

College Scholarship, 1st, Mok Sik Lau; 2nd, Lam Ching Kwai; 3rd, Fung Shin Ling.

Recitation, Cheung Iu.

PRIZES FOR COMPLETE ATTENDANCE.

Class IB. Tam Pui Chuen, Chan Chok Piu; class, II., Chan Tai Him, Siu Kuk, Chan Kam Cheung; class IV., Chan Ting Fong; class V., Lam Kwok To, Sin Wing Kwong, Kwok Kam Tsun, Lam So Tak, Fung Yuk Wing, Cheng Wai Tsun; class VIB., Chan Hing, Siu Cheung Yung.

CHINESE DEPARTMENT.

Class I, 1st, Cheng Pak Kun; 2nd, Lam Sin Cheung.

Class II, 1st, Chiu Kim; 2nd, Yung Yau Sik.

Class III, 1st, Leong Ki Lok; 2nd Chan Seung Chi.

Class IV, 1st, Leung Hing Chi; 2nd, Wong Sik Tung.

Class V. 1st, Leung Ping; 2nd, Chan Pak Cheung.

Class VI. 1st, Li Tam; 2nd, Cheung Tsung Kwan.

THE A. D. C.

"JANE."

SYNOPSIS OF THE PLAY.

"Jane," which is being played on Saturday for the first time here, is described as a farce by the authors, Harry Nicholls and W. Lestocq, and nobody who has seen the piece or read the "book" is likely to disagree with that broad description. There are many piquant situations, which in the hands of less skilful writers might degenerate into something more pronounced than mere farce, and occasionally there is a suspicion of French origin about "Jane," but there is nothing in the play as it stands to affect the most susceptible sensibilities. It is full of pure unadulterated fun, and if it is less clever than some of the comedies staged by Pinero or Grundy it should at least pass a delightful hour or two, and give the wearied workers of Hongkong a "change of air" after the business of the day. "Jane" was first seen at the Comedy Theatre, London, in December, 1899, and it enjoyed a considerable run.

The scene opens in the bachelor quarters of a young scape-grace, who has almost reached the length of his tether. Charlie Shackleton is neither a villain nor a hero, in which respect he is like the majority of people. To his servants, the suspicious William and the impudent little rascal Claude, he is merely the "Master," and as funds have been low with him lately, and he has neglected to pay their wages he is an object of considerable concern to them. When the first act opens, William and Claude are having a passage-at-arms, in which the sharper tongue of Claude seems to win the wordy war. But, "be still brave heart," is the motto of William to-day, for he has married the housemaid Jane, on the sly. As Claude pretends to think there is something going on *sub rosa* and expresses his firm determination to find it out, the possibilities begin to be apparent.

When Shackleton enters, he finds his usual sheaf of dunning letters waiting for him, but amongst them there is one which is still more serious. It is a letter from Mr. Kershaw, who holds the power of stopping his allowance should he fail to comply with the terms of his late aunt's will. Those aunts which we meet in farces seem to be specially born for the purpose of harassing distresse nephews. Shackleton's aunt, when she died, left a will saying that if her nephew settled down and married he should get £1,000 a year for five years, and if he continued "good" the principal should be his. If he didn't why, then he should lose everything.

Now, Shackleton was "hard up"—quite a common condition in these days—so he decided to play a little trick on the worthy gentleman (Mr. Kershaw) who was appointed trustee of his aunt's money. Three years earlier he had informed Mr. Kershaw that he had married had settled down a respectable and respected Benedict, and was on the high road to earn that principal which had been left by the deceased lady. Mr. Kershaw had swallowed all this, and had never come to see Shackleton, but now new bills were pouring in and the easy-going Kershaw had been led to believe Shackleton had married a lady who knew how to make the money fly, with the result that debts abounded. All would have gone well had Kershaw remained at home, but he now writes to say that he intends coming to town to visit his ward Shackleton and speak a word of his mind to that visionary personage, Mrs. Shackleton.

What is to be done? A wife must be found immediately. William is called in, but his advice is worse than useless. "Would anyone believe," cries Shackleton, "that in a civilised country a man can be driven to destruction for a little thing like that." A wife who will be a wife for 24 hours in name only is urgently needed.

Now, Shackleton has been engrossing the mind of a certain young lady named Miss Lucy Norton, who has a dragon of an aunt, Mrs. Chadwick. When they come on the stage Shackleton is in agony about the wife who doesn't exist, and a very funny scene occurs, when he alternately pleads and demands that one of these ladies should be his wife for a day. Lucy is horrified, but Mrs. Chadwick thinks it over and comes to the conclusion that there is no reason why she should not embrace marital relations once more, and why not Charlie? If she could only render him a service, the thing is done!

Fortune has other designs, however; for when Shackleton again sees his chambers he finds "my pretty Jane" there busily dusting. Jane's great aim is to get her arrears of pay, and with her rightful husband William, start what is called a milk-walk. In other words, to open a dairy and sell what is usually called milk. Shackleton, however, puts the question plump and plain, about being his wife for 24 hours, and as he promises her £100 reward, Jane promptly closes the bargain. There is a good deal of humour when Shackleton wants to make love to his *soi-disant* wife, in preparation for Kershaw's visit, but at length that part of the business is settled to the satisfaction of all except William, who is left in sublime ignorance of the compact.

Meanwhile Mrs. Chadwick has been hatching her little plot to represent herself as Shackleton's wife, and actually happens to be in the house when Mr. Kershaw arrives. Kershaw is dismayed to find that his ward's wife has seen her best days and says so. He could understand a young and comely wife being extravagant but, as she appears—I Fancy then the *contretemps* when Shackleton comes with the pretty Jane and announces that she is his one and only love and that all others are imposters, and William's feeling when he listens and sees Jane smilingly admit the story.

In the second act, we find Kershaw, Jane and Shackleton at lunch, with William in a blind maze of thought serving the company, and Claude playing tricks behind. Jane gains the good graces of Kershaw and begins to turn him round her little finger, while her tale and appearance have the effect of arousing the wonder of William, her lawful husband, Kershaw asks questions and presently says he would like to see the child. What child? Here is a poser for Jane who has not been properly coached by the inimitable Shackleton; but Jane is not one to stick at a trifle like that and she glibly tells how the child is out at present, but will soon return. At the same time Jane has an eye to business and she remarks to Shackleton that the reward must now be £200, which of course is duly promised. Money is no object on the stage. Well, a baby, is obtained from a virago named Mrs. Pixton and William is further horrified.

But Mrs. Chadwick has not disappeared. She comes back again with Lucy, and we have the comical scene of William posing as Mrs. Chadwick's husband with Lucy as his niece. It is a general mix-up with everybody except the keen-witted Jane and the ready-tongued Charlie in a muddle. The second act ends with Jane bringing in the baby, while William goes into convulsions.

Matters reach a climax in the third act. Kershaw, the innocent, has been successfully wheedled by the astute Jane, who is dressed in silks and satins and looks the lady instead of the housemaid. And Kershaw says he will pay up the debts of the Shackletons. He is a genial soul is Kershaw, and indeed he frequently looks fit for a passing flirtation with Jane who, to tell the truth, seems nothing loth. The baby, of course, is a barrier and Kershaw when he comes to look at it shows that he knows a little after all. It seems young for its age, he remarks. Shackleton jumps into the breach with both feet. This is not the eldest baby; it is the other one! The elder is at school, winning prizes galore—at the age of two. Kershaw is flabbergasted; Jane is little better. "Have I to produce another baby?" she asks in a whisper; Shackleton, the redoubtable, tells her that there will be no need for that.

But Mrs. Pixton, the real owner of the baby produced, now comes on and wants her bundle back. It is obvious that the baby must be retained for a short time in order to allay Mr. Kershaw's suspicions, but how to placate Mrs. Pixton? There's the rub. Mrs. Pixton is a lady with a strong will, and she knows her own mind, so when the baby is not forthcoming she makes the awful threat that Pixton himself shall be called.

Things get more and more complicated, till William, becoming exasperated at his anomalous position, and believing that he has been made the victim of vile machinations, gets Kershaw by himself and in plain language "blows the gaff." As he says, flesh and blood cannot stand the treatment he has received. The amazement of Kershaw at William's story, which after all is only half the truth, is indescribable. The indefatigable Mrs. Chadwick is still at work and she decides to get rid of the baby. Naturally that is the time when Mrs. Pixton and the great Pixton himself appear on the scene. But the valiant Pixton is a very milk-and-water sort of individual and it is Mrs. Pixton who manages to run down Mrs. Chadwick and "catchee" baby. Pixton modestly offers his card and begs the company to remember that he will supply families on the shortest notice.

All comes right in the end, of course. Jane gets her £200 and goes off with the happy William to start a milk-walk. Shackleton is forgiven and gets Lucy; Kershaw is magnanimous to everybody and Mrs. Chadwick is discomfited.

LAND SALE.

16th inst.

This afternoon, at the offices of the Public Works Department, one lot of Crown land at Tai Hang village, Hongkong, was let by auction for a term of 75 years, with the option of renewal at a Crown rent to be fixed by the surveyor to His Majesty the King for a further period of 75 years. This lot is registered as Inland Lot No 164, contains an area of 2,250 square feet, and carries an annual Government rent of $24. The upset price was $1,350, and it was knocked down for $1,370 to Mr. Cheng Wa Kwan. There was no competition.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

SHAREHOLDERS' MEETING.

18th inst.

The eighth ordinary general meeting of shareholders in the above Company, was held at the offices of the General Managers, Messrs. Shewan, Tomes and Company, St. George's Buildings, this morning. Hon. Mr. R. Shewan presided, and there were also present Messrs. J. S. van Buren, H. P. White, W. Allen, C. A. Tomes, W. Braidwood, A. Babington, Captain Goddard, Fung Wa Chun, and W. R. Robertson.

The notice convening the meeting having been read,

The Chairman said:—Gentlemen,—Unless you have an objection we will follow the usual course and take the report and accounts before you as read. The accounts show an improvement of about $16,000 over the net receipts for last year; but we do not propose to alter the regular annual dividend of eight per cent., preferring to strengthen the reserve fund which, with the proposed addition of $25,000, will amount to $80,000. As a reserve fund is no real reserve fund if it is invested in the business of its own Company and as it has always been our endeavour to specially invest such funds when possible, we have invested ours in two other Companies with the business of which your general managers are intimately acquainted. The China Light & Power Company has been a good client of this Company; it is now doing a good business with excellent prospects of still better business, so shareholders may rest quite easy about this investment which is in any case not a large one, and as the dividend is guaranteed at 6% for 1904 and 1905 it is equal to a return of over 6½%. Since we invested in Green Island Cement shares the market has dropped owing to the present scarcity of money for the China New Year, for the prospects of this Company are also excellent, and its business is so good that we think nothing more need be said on that score. We had thus invested more than our Reserve Fund amounted to at that time, but we did this with a view to the new issue of Green Island Cement shares, and when our proportion is taken up, viz.:—675 shares at $20, bringing down the average cost of those shares to under $27, we shall then be well within the amount of our Reserve Fund for this, viz., $80,000. Our mortgages require no comment as under the Provident System every year sees them on a firmer footing, and as our Loans (though, of course, we have to take rather more risk than we should if we did the usual humdrum business at low rates of interest) there is none that gives us the least uneasiness. The China Light & Power Co. is a case in point. We have been very useful to this Company, and it in return has paid us for our assistance what would be considered in an ordinary case almost exorbitant rates of interest. It is the kind of business that a finance company such as this is intended to take up. We are much better able to judge whether it is safe than if we were not intimately connected with both concerns as we are in this case, and instead of this being a danger to the Provident Company we consider that it is quite the reverse. We could never show net profits of nearly 11% if we only did ordinary money lending at low rates; but I think that we have had no bad debts to write off, so far, is a good indication that we have not been careless in our choice of the risks we have taken.

There being no question, the Chairman moved the adoption of the report and accounts.

Mr. J. S. van Buren seconded and the motion was unanimously agreed to.

Mr. Braidwood proposed that Messrs. J. S. van Buren, Chow Ming Kee, Chau Tung Shang, Dr. J. W. Noble and H. P. White constitute the Consulting Committee for the ensuing year.

Mr. Fung Wa Chun seconded, and the proposition was adopted.

On the motion of Captain Goddard, seconded by Mr. W. Allan, Messrs. A. O'D. Gourdin and W. H. Potts were re-elected auditors for the current year.

This concluded the business, the Chairman announcing that dividend warrants were now ready.

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

IMPROVED POSITION OF AFFAIRS.

18th inst.

The third ordinary meeting of shareholders in this Company was held at the offices of the Company, Victoria Buildings, this morning. The Hon. Mr. W. J. Gresson presided, and there were present Hon. Sir Paul Chater, C.M.G., Messrs. E. Shellim, R. C. Wilcox and Ho Tung (Directors), Ho Fook, Ho Kom Tong, A. S. Hooper, A. J. Raymond, R. C. Wilcox, Lo Cheung Shiu, H. N. Mody, J. Orange, and Mowbray S. Northcote (Secretary).

The Secretary having read the notice calling the meeting,

The Chairman said:—Gentlemen,—The report and accounts having been in your hands for some days, we may, I presume, take them as read. The accounts are of so simple a nature as to call for no special comment, but you will note with satisfaction, I am sure, that we have wiped off the debit balance of $6,219.10 with which we began the year under review, and close with a balance to the good of $7,157.32, carrying forward, after paying Directors' and Auditors' fees, the sum of $4,557.32. As mentioned by your Chairman at the last annual meeting, we are still necessarily passing through the period of expenditure with our reclamation works at Kowloon Point, which, I am pleased to be able to inform you, continues to make steady progress and should reach completion a few months' hence. Our houses at Yaumati and the storage ground there are well let and are giving us a good return on the capital invested thereon. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions regarding them you may wish to put.

There being no question, the Chairman proposed the adoption of the report and accounts.

Mr. J. Orange seconded, and the resolution was carried unanimously.

Mr. R. Wilcox proposed the re-election of Mr. Ho Tung as a Director of the Company.

Mr. Lo Cheung Shiu seconded and this was also unanimously agreed to.

Mr. Ho Fook proposed that Mr. A. J. Raymond be elected a Director of the Company in place of Mr. R. C. Wilcox, who was leaving the Colony to-day.

Mr. Ho Kom Tong seconded, and the motion was adopted.

Messrs. W. H. Potts and A. O'D. Gourdin were re-elected auditors for the ensuing year, on the proposition of Mr. A. J. Raymond, seconded by Mr. J. S. Hooper.

This concluded the business.

H. M.'s CONSUL-GENERAL at Shanghai has issued the following copy of a telegram received on Monday from H. M.'s Minister at Tokio:—"Official Gazette yesterday contains a notification by the Minister of Marine warning all shipping of the danger of navigation between N. E. Poin, Shantung Promontory, and the Bay of Liaotung, and adds that the Japanese Navy is engaged in removing obstructions to navigation."

THE "TUNGCHOW" CASE.

FURTHER DEVELOPMENTS.

17th inst.

One of the direct results of the fall of Port Arthur was made apparent when the steamship *Tungchow*, of London, was boarded by the harbour authorities, under the Military Stores Ordinance, and 250 tons of shells, ammunition, and gunpowder seized. In the latter part of last month news was received that the *Tungchow*—which formerly belonged to Messrs. Butterfield & Swire—was at Saigon loading gunpowder stores for the Russians. It was then stated that the vessel had been sold by Messrs. Butterfield & Swire to a Saigon firm, but that was evidently a mistake, for later information showed that the vessel had been disposed of to a firm in Shanghai. In any event, the vessel which was registered in London had apparently determined to run the gauntlet of the Japanese blockades and land stores at Port Arthur. It is also reported that an attempt was made to get the port of registry changed to Shanghai, which seems to confirm the report that she is or was owned in that port.

The *Tungchow* left Saigon, it is alleged, about Christmas with 250 tons of shells, etc., for the North, destination unknown. At the island of Gutzlaff, which is in the vicinity of Shanghai, the master, Mr. Frederick A. Parkes, called with the object of learning how matters were going with the Russians. His surprise and dismay may be imagined when he heard that Port Arthur had capitulated, and realised that his valuable cargo of ammunition was now useless, at least so far as Port Arthur was concerned. The *Tungchow* remained at Gutzlaff until it became definitely clear that there was no hope of Port Arthur being a purchaser—or at least so the allegations go—and, declining to take the risk of a flying trip through the blackade to Vladivostok, the vessel retraced her track to Saigon. The coal and water supplies gave out, however, and she was obliged to enter the harbour of Hongkong. That was, indeed, a misfortune for the vessel, because she had no manifest to produce for the inspection of the boarding officers, and on search being made it was found that the ship was carrying the large quantity of ammunition mentioned. The master was prosecuted under section 17 of the Arms Ordinance of 1900 which says:

IN DIFFICULTIES.

"No arms or ammunition shall be imported into the Colony except at the Port of Victoria, and the master of every vessel (not being a ship of war or hired armed vessel in the service of Her Majesty or of any foreign nation) having on board as cargo arms or ammunition whether *in transitu* or for transhipment or otherwise shall on arrival forthwith furnish to the Harbour Master a manifest of all such arms and ammunition."

THE MASTER PROSECUTED.

After hearing the case against the master, the Court imposed the full penalty of $250 and the ammunition was landed at Stonecutters' Island. The vessel, however, still remained under the care of the harbour authorities under the section which says: "In case any such arms, ammunition, gunpowder, stores, goods, or articles which have been so prohibited are or is exported from the Colony or are or is carried coastwise, or are or is waterborne to be so exported, etc., they or it shall vest in his Majesty and forthwith thereupon it shall be the duty of the Harbour Master of the Colony . . . to cause all such goods and articles so hereinbefore declared forfeited to be seized, and to detain the same to the use of his Majesty. . ."

THE "TUNGCHOW'S" OWNERS.

The question was whether any further action should be taken against the vessel, but it has now been decided that she may proceed to Saigon and there await the Baltic Fleet. Whether or not that is meant for humour it is difficult to say, but if the *Tungchow* does really wait for the Russian Baltic squadron she will have a long spell at the delightful French city of Saigon. However, the officers of the *Diana* and those of the *Tungchow* can fraternise and if necessary commiserate each other on Fate's curious ways. The point of the whole thing rests in this that apparently nobody owns the *Tungchow*. It might have been expected that somebody would come forward and say that they were either the owners or the agents for the owners, but not so. It reminds one of the old song which had for its refrain—"whether they wouldn't, or whether they couldn't, or whether it was because their mothers said they shouldn't—the world will never know."

At any rate the *Tungchow* is at liberty to leave Hongkong and no doubt she will turn her stern on shores which have proved so inhospitable at the earliest possible moment. There is some talk of the master of owners, whoever they may be, disputing the right of the harbour authorities to interfere with the cargo of ammunition, on the ground that the goods were not intended for Hongkong, but it remains to be seen whether any action will arise out of the matter.

Messrs. Butterfield & Swire state that they are unaware who the present owners of the *Tungchow* are, but they believed that the vessel was bought by a firm in the North, presumably in Shanghai.

A HARBOUR MYSTERY.

EUROPEAN TAKEN FROM THE WATER.

17th inst.

On the arrival of the Yaumati ferry launch at the *Pak Kong* wharf, on the Hongkong side, at 9 p.m. yesterday the engineer of the launch reported that he had taken a European from the water, and landed him on the wharf. He then told Inspector Collett, who found the man on the wharf with a crowd of Chinese around him. As the man was unconscious, he endeavoured to resuscitate him by means of artificial respiration, but after working thus for an hour and a half without any result, he sent for blankets and an ambulance, and taking off the wet clothes wrapped the man in the blankets and sent him to the Government Civil Hospital. The body when found was still quite warm, though there were marks of violence about the face, and in the pocket of the coat was found a handkerchief that bore evident signs of blood on it. On arrival at the hospital Dr. E. A. R. Laing examined the body, and certifying that life was extinct, it was removed to the mortuary. Upon examining the clothes a card was found in one of the pockets bearing the name of "Thomas Crowther Augland Greenland." This card Inspector Collett sent by one of his detectives to the ships along the wharf, and then it was discovered that it was the card of the mate of the s.s. *Pak Kong*, running to the West River, and the body was subsequently identified as such. Nothing has so far been discovered to show how deceased got into the water.

THE Rev. Father Jose Algue, director of the Manila Observatory, is in receipt of two grand prizes, five gold medals, a silver medal and a bronze medal for various exhibits made at the exposition of St. Louis.

GENERAL STOESSEL

PASSING THROUGH HONGKONG.

17th inst.

We learn, on excellent authority, that General Stoessel, and the majority of the officers remaining in Port Arthur at the time of the surrender, will pass through here on the next French mail *Australien* en route for St. Petersburg. The vessel is due early next week.

The *Mercury* of the 13th inst. says:—General Stoessel and other Russian officers are expected at Nagasaki from Dalny, and, Arakawa, Governor of Nagasaki prefecture, has ordered the Police Station of Umegasaki to prepare their lodgings. General Stoessel and his staff will stay at the Nagasaki Hotel and other officers will stay at the Japan Hotel and French Hotel and their servants will stay at the Marine Association.

SOLICITOR'S CLERK'S FATAL FALL.

18th inst.

This afternoon Mr. Gomperts, sitting as Coroner, held an inquest touching the death of James Douglas, late clerk to a local solicitor. The following jury was empanelled, Messrs. F. Lieb (Foreman), G. B. Ditch, and L. F. Tegner.

The master of the Kuen Kai De, coffee house said, that at half-past five on the 9th inst., the deceased had his dinner and went out. About 7.30 p.m. some people in the street called him, and he sent his fokis to see what was the matter. Witness went down, and then saw deceased lying across the pavement, face downwards, with his hands spread out beyond his head. Two fokis took him upstairs, and witness placed him on the floor in the sitting-room, and put a pillow under his head and covered him with bed-clothes. He remained there until four o'clock in the morning. Then seeing him getting worse, two Europeans took him to hospital. Witness did not know how deceased came to be lying as he was found. Deceased was always drunk, but was not quarrelsome in liquor. He was a little drunk when he went out that evening. Deceased drank rum, but witness did not know how much he consumed in a day.

Dr. Bell testified to the bringing in of an unconscious man to the Government Civil Hospital on the date in question, and his dying there a few hours later. He was identified as James Douglas, and was about 54 years of age. The cause of death was a fractured skull. It would not be caused by a fall forward, but might have been caused, though improbably, by a blow, but more probably by a fall backwards.

William Patterson, mate of the s.s. *Tai On*, said that on the day in question he had his dinner with deceased between five and six o'clock, and then witness went to bed. Deceased sat on a box and sipped at a bottle of rum for a while. He went out at about 6.30 p.m. He could not have been, awful, sober, as he drank a bottle and a half rum, which he brought in at dinner time. He was the only man who drank any of it. The cook came in late and told witness that Douglas was down below. He was excited, so witness ran down at once, and saw deceased curled up on the pavement. A crowd began to collect and witness, thinking deceased was drunk, picked him up and with assistance carried him upstairs. He was not groaning, but was breathing heavily, and blood was oozing out of his mouth. Witness put him in a corner of the room and propped him up with pillows. He then gave him some soda-water, which he was able to swallow. Deceased spoke once, indistinctly, saying "Oh! I am bad"—that was all he said. Later on he called another boarder, and together they took him to hospital where he handed him over to Dr. Bell. When he first saw him lying on the pavement he did not think he was injured; he thought he was merely intoxicated. A Chinaman said he had fallen out of his ricksha; but he seldom took a ricksha. Witness did not know of his having any enemies; all the Europeans who knew him spoke highly of him. Witness never heard of his having any quarrel with any Chinese in the streets. He had no relations in this part of the world.

Detective Sergt. Murison said that a few feet from the south side of the door-way were two steps to the side walk, and he thought deceased might have fallen there and fractured his skull. Inquiries had been made by the police among the neighbours, but they one and all said they saw nothing of the accident. Deceased had about $5 on him when found.

Mr. Patterson, re-called, said that the rum bottles deceased brought home were "reputed pint-bottles."

His Worship, addressing the jury, said it was extremely unfortunate that the police had been unable to secure any eye-witness of the occurrence, but it was well known the strong reluctance the Chinese had to giving any assistance to the police even when their own people were concerned, and it was greater where a European was concerned, and thus the police were much handicapped in these cases.

The verdict was that "the deceased met his death through a fractured skull, caused by an accidental fall."

SUMATRA AND BORNEO TOBACCO.

Members of the tobacco trade are to be brought in closer touch with each other by the publication of a quarterly review which is to provide the Colonies not only with the trade news of the home country, but of their sister Colonies and dependencies, and of foreign countries. The first number of the journal, the *Tobacco Colonial Quarterly*, reaches us from the editorial and publishing offices at Mounment Station Buildings, London, and from a sheaf of valuable interesting, we clip, the following items, which should be of interest to many of our readers:—

The statistics for the 1903 crop of tobacco from Sumatra and Borneo are now to hand. Perhaps the most noticeable feature of the general situation is that although the crop is the largest on record, exceeding last year's by between 6 and 7 per cent., not one bale of leaf remains unsold. This fact, coupled with the firmness shown at all the autumn sales, and with an advance of about 8 per cent. in the price of the Sumatra crop, and of about 18 per cent. in that of the Borneo crop, points to a very large increase in consumption, and augurs well for next season.

The British Deli and Langkat Tobacco Company, Ltd., sold 5,069 bales at an average of 80 cents, or 1s. 4d., against 5,040 bales or 76 cents, or 1s. 3d. for last year; and the Serdang Tabak Maatschappij realised 68 cents, or 1s. 1½d., for 4,783 bales, against 66 cents, or 1s. 1d. for 4,920 bales. The Sumatra Tobacco Plantations Company, Ltd., sold 823 bales at 57 cents, or 11½d., against 648 bales, with an average of 69 cents, or 1s. 2d. This company, it will be remembered, sold its estate this year to a Dutch company.

When we come to Borneo, England shows as great a pre-eminence as does Holland in Sumatra. Three English companies account for about five-sixths of the entire Borneo crop. First in point of quantity comes the New London Borneo Tobacco Company, Limited, with 6,005 bales, sold at an average of 57 cents, or 11½d., against a crop of 5,285 bales and an average of 55 cents, or 10½d., for last year.

AUTHORISED ARCHITECTS.

The following list of all authorized architects under section 7 of the Public Health and Buildings Ordinance, 1903, is published in the *Gazette*: Messrs. H. W. Bird, G. Blood, J. F. Boulton, A. Bryer, W. Chatham, W. Danby, A. Denison, H. G. C. Fisher, C. H. Gale, L. Gibbs, A. E. Griffin, B. B. Harker, E. M. Hazeland, A. H. Hewitt, A. H. Hollingsworth, A. Shelton Hooper, P. N. H. Jones, W. P. Lambert, J. R. Lee, J. Lemm, D. Macdonald, J. Orange, A. H. Ough, T. L. Perkins, S. J. Powell, E. A. Ram, C. H. Rew, C. B. Thomas, H. P. Tooker, A. Turner, C. Warren, Wong Fat Son, Wong A Cheong, and A. Wright.

SATURDAY'S SPORT.

CRICKET.

16th inst.

Following are the scores in some of the matches played on Saturday:—

H.K.C.C.:—Sub-Lt. Benbow, R.N., b Lumsden 35; T. E. Pearce, b Lumsden 9, C. H. Macky, not out 71, Com. Bentinck, R.N., b Herton 16, Capt. P. G. Davies, A.O.D., l.b.w., b Walter Dixon 5, H. Hancock (capt.), b Herton 18, Major Chichester, C.S.O., b Herton 0, R.E.O. Bird, not out 17, Extras 11, Total 182.

Com. T. Shelford, R.N., E. H. Morrell and W. Daniel did not bat (innings declared 182).

Kowloon:—Lt. P. N. Heath, c H. Hancock, b Pearce 47; G. Lightfoot, b Bird 1; Lieut. Airy, 14th M., c Bird, b Morrell 0; Lt. Lumsden, R.N. (capt.), c sub, b Chichester 72; Capt. Smith, A.D.C., not out 29; Walter Dixon, c Chichester, b Davies 0; Lt Duncan, R.A., not out 1; Extras 10; Total 160.

Parkes, Butcher, Lt. Doran, A.S.C., and Herton did not bat.

H.K.C.C. "A":—H. R. Wells, b Crump 0, E. A. Fowler, b Crump 0, A. Mackenzie, c Rivers, b Traynor 0, C. Olliffe, b Crump 0, J. Hooper, c Thomas, b Crump 0, F. H. Kew, b Traynor 3, Dr. Horley, c Traynor, b Crump 6, F. C. Gray, c Marriott, b Crump 2, F. J. Gipson, c and b Traynor 0, Spencer, not out 5, Extras 7. Total 23.

83rd Co. R.G.A.:—Br. Rivers, c Wells, b Gipson 5, Br. Oliver, b Gipson 3, Br. Johnson, c Sub, b Fowler 13, Br. Crofts, b Gipson 9, Gr. Crump, b Gipson 4, C. S. M. Thomas, b Horley 8, Sgt. Marriott, b Gipson 7, Sgt. Miller, b Horley 5, Cpl. Bush, c Hooper, b Gipson 0, Sgt. Toughbottom, not out 17, Sgt. Traynor, c Olliffe, b Gipson 4, Extras 16. Total 91.

H. K. P. R. C. 2nd XI:—McHardy, b Brett 3, Cooper, c Craig, b Brett 0, Mackay b Brett 7, Wilkins, b Brett 0, Hutchison, b Andrews 1, Baker, run out c Andrews 2, Routledge, b Brett 2, Grant, run out, b Brett 0, Parr, c Brett, b Andrews 1, Lee, not out—Walker, c Brett, b Goldsmith 6, Extras 5. Total 32.

Civil Service 2nd XI:—Andrews, b Cooper 19, Hoggarth, leg before, b Mackay 11, Robins, b Mackay 25, Craig, b McHardy 26, I. E. Brett, b Cooper 0, Smith, c Parr, b Mackay 3, Brown, b Cooper 19, Goldsmith, not out 13, Gast, b MacHardy 0, Allen, run out 17, Extras 13, Total 146.

Police:—Pitt, c Tilburn, b Whiles 0, Winter, c Smith, b Meldrum, 1 Edward, c Ogle, b Chesney 63, Kent, c Tilburn, b Meldrum 9, Lander, b Chesney 48 Langley, c and b Ogle 0, Shepard, b Chesney 0, Waterer, not out 12, Clyde, not out 2, Extras 15, Total 150.

Fowler and Kerr did not bat.

R.E.:—Smith, c Pitt, b Kerr 10, Meldrum, b Kent 23, Chesney, c Clyde, b Shepard 14, Tillman, c Fowler, b Kerr 2, Ogle, c Pitt, b Shepard 4, Whiles, not out 16, Glassbrook, b Kent 0, Calderbank, leg before, b Shepard 7, Woodroffe, not out 12, Extras 1, Total 89.

Shirley did not bat.

R.A.M.C.:—Lt. Harvey, c Kinnaird, b Pestonjee 70, Wilson, c Basa, b Brawn 10, Lt. Rankin, c Brawn, b Pestonjee 0, Major Sparkes, c Lammert, b Ford 1, Seacle, b Pestonjee 2, Lt. Craig, b Pestonjee, 9, Major Hepenstall, c Pestonji, b Lammert 4, Johnson, b Basa, b Lammert, 0, Edwards, not out 1, Gilchrist, b Pestonjee 1, Snitters, st Basa, b Lammert 4; Extras 15, Total 117.

Craigengower, C. C.:—J. D. Kinnaird, b Rankin 75, A. O. Brawn, c Sparkes, b Harvey 16, L. E. Lammert, c Craig, b Harvey 1, R. Pestonji, c Hepenstall, b Rankin 0, R. Basa, c Gilchrist, B. Rankin 8, L. A. Rose, not out 16 Extras 5, Total for 5 wickets 131.

M. E. Asger, E. S. Ford, J. L. Stuart, Leo d'Almada Castro and E Roxa, did not bat.

FOOTBALL.

The following have been chosen to play for the Club in the Rugby match against H.M.S *Ocean* at Happy Valley on Tuesday, 17th inst., 4.45 p.m.:—Back:—J. A. F. Bourchier; Three quarters:—A. S. Kempthorne, G. D. Bateman, Lieut. Hanney and S. O. Else: Halves:—J. Clark and H. Soper; Forwards,—Lieut. Ranking, Lieut. Duncan, Lieut. Holden, N. P. Dudley, J. Hannon, D. B. Murray, H. G. C. Bailey and A. F. Chard.

The following are the brief results of matches played on Saturday:—

H.K.F.C. 1 goal:—Taikoo F.C. 1 goal.

Naval Yard 4:—V.R.C. 1.

West Kents 1:—R.E.'s nil.

A.O.C. 1:—Y.M.C.A. nil.

YACHTING.

THE GOVERNOR'S CUP.

The second race in connection with the Governor's Cup, for English rigged Royal Hongkong Yacht Club cruisers, was sailed on Saturday over a 22-mile course with the following result:—

Yacht.	H.	M.	S.
Haidee	5	31	45
Rita	5	56	0
Thistle	5	59	45

THE COMMODORE'S CUP.

Chinese rigged cruisers started over the same course as the English rigged cruisers fifteen minutes later, racing for the Royal Hongkong Yacht Club Commodore's (Hon. Mr. F. H. May, C.M.G.) Cup. The result was as follows:—

Yacht.	H.	M.	S.
Australian	6	4	33
The Snipe	6	48	15
Taney	7	0	0

THE VICE-COMMODORE'S CUP.

This (Royal Hongkong Yacht Club) race was sailed on Sunday the result being as follows:—

Yacht.	H.	M.	S.	Corrected.		
Min	4	29	5	4	18	5
Elspeth	4	30	45	4	28	45
Diana	4	31	10	scratch.		
Kathleen	4	35	25	4	24	25
Aileen	4	38	5	4	34	5
Colleen	4	39	5	4	28	5
Chanticleer	4	39	15	4	23	15
Benito	4	44	40	4	33	40
Vernon	4	44	50	scratch.		
Iris	4	46	13	4	32	13
Gloria	4	47	20	4	33	20
Alanpah	4	57	0	4	50	0
Payne	5	3	5	4	41	5

CORINTHIAN YACHT CLUB.

This promising club has come rapidly to the front, and on Saturday the opening cruise took place, and the first race was decided over a course of 8½ miles. The result was as follows:—

Gail (sailed by Mr. McIver),	... ...	1.
Nina (Mr. E. M. Hazeland),	... ...	2.
Ashore (Mr. J. Hard),	... ...	3.

POLO.

At a special meeting of the Hongkong Polo Club, held at the Club Pavilion, Causeway Bay, on Saturday, Capt. Nugent, (Hon. Secretary) announced that Government had refused the Club's application for an extension of ground to the east, on account of the great (about $4,000) expenditure which would be necessary to clear the ground—The question of allowing ladies to play golf on the Polo ground on off days was then discussed. It was unanimously decided that such permission be refused.

With respect to the proposal to confine games to China ponies, it was decided that after the closing of the ground in June next all tournament matches be played on those ponies; that the present other mounts (walers and country breds) now in use be allowed in ordinary games and friendly matches. This decision is to be wired to regiments coming to Hongkong in the immediate future.

ROBBERS AND FREEBOOTERS

IN THE NEW TERRITORY.

17th inst.

As the Chinese New Year approaches, attempted armed robberies in the New Territory are becoming somewhat frequent, but under present conditions, and with the thorough knowledge of the police of the districts and the inhabitants, they are seldom successful. The latest was brought to light by a Chinaman, named Cheung Hang, who rushed into the police station at Sheung Shui, on the 14th inst, and stated that he, with five others, was on his way to that place from Taipo, when they were accosted by a band of five men who, producing revolvers, stopped them and proceeded to go through their goods and chattels. The informant managed to get away, and bolted to Sheung Shui, escaping unhurt, though he heard two reports from revolvers as he fled. He was unable to say what became of the other members of his party, but described the bandits, and a search party was immediately sent out to scour the district. Up to this morning no further reports had been made by the other men, so it is surmised that they also escaped unscathed.

THE BARREN HILLS OF KWANGTUNG.

That the Chinese themselves have caused the present sterile condition of most of the bare rain-washed, sun-scorched hill districts in Kwangtung, seems to me a fact which may be daily proved. Hordes of women and children and numbers of men set forth every day in the year from every village and hamlet, armed with bamboo rakes and roughly-made choppers; with these implements they rake, hack and tear away such scanty grass as may be found; carefully scrape toge her the leaves, pine-needles and twigs, and even comb down the branches of the firs. Not seldom they hack off the bark thereof with one of their clumsy hoes, besides breaking, twisting off and chopping away branches and undergrowth. Examine one of the bundles of brush slung on their bamboos and you will find grass, torn up by the roots by the curved teeth of the rakes, forms a considerable proportion of the load. You will find the trail of their rakes over almost every yard of uncultivated ground, even where the herbage merely grows in miserable tufts amidst a wilderness of sand and rock debris. Then heavy rain falls, and in the space of a few minutes washes tons of sterile soil into the ravines and gullies and so down to the plains. The fierce sun, instead of producing a luxuriant vegetation, helps to complete the destruction caused by the rain by burning up the little herbage remaining. How can the steep, naked sides of the hills resist the action of violent tropical showers, with no protective covering of grass and other vegetation? And what vegetation can grow, when leaves and twigs and grass, even the very straws and fir-needles, are carefully raked up and carried off for fuel, so that a fertile soil is never formed. Even in the few scraps of wood remaining in these districts, fine and well-grown trees are rare (banyans used as joss-trees being almost the only exceptions), for everything which would produce a rich mould is used as fuel. No amount of tropical sun and rain will grow tropical vegetation when the very means for forming a fertile soil is destroyed. In fact, when the bare surface of the ground is exposed, sun and rain not only hasten the destruction of the little remaining vegetation on the hills but tend to prevent new herbage from gaining a foothold. Anyone who has been caught in a heavy shower on one of these hills can understand the immense quantity of worthless soil washed down to the valleys in the course of an hour or two. The ravines and gullies suddenly become roaring torrents and this water is all carried off the hills to the plains almost as soon as the shower ceases. This, of course, would not be the case if the hills were protected by grass, trees and other vegetation. In consequence, acres and acres of the plains are composed of this sterile soil washed from the hills, and will produce nothing till sodden with the abominable manure used by the Chinese.

These sordid, poverty-stricken fuel-gatherers carry away material worth, as fuel, a few brass cash. Left to produce good rich mould it would gradually transform the face of the country from districts composed of barren hills and sandy slopes scantily sprinkled with coarse wiry grass, into well-turfed slopes and wooded hills of real value. But this will probably never come to pass; for beggars, lepers and the like all add their quota to a population already twice too great for the country to properly support; and these people, to keep body and soul together, destroy and waste the natural surface-wealth of many parts of Kwangtung.

DIOGENES.

WHO SAVED SIAM?

A FRIEND OF KINGS.

An amazing story of Court intrigue of how warships were bought and sold wholesale by powers in Europe, Asia and America, was told in the course of an action for damages which was tried in London the other day. A plain old gentleman, described as an ex-correspondent of the *Times*, Mr. R. A. Thomson, sued the firm of Sir W. G. Armstrong, Whitworth & Co., of Elswick, for commission on the sale of armoured cruisers and implements of war to various States throughout the word. There was hardly a country to which Mr. Thomson had not journeyed as private agent for Elswick. According to his own story he was hand-in-glove with Lord Salisbury, he could wheedle Lord Rosebery, and he was adviser-in-chief to the Governments of Argentina, Chili, Japan, China, Siam, and half a dozen other States. When a war was impending, first news was received by Mr. Thomson, this fine old English gentleman. His expenses alone ran to the respectable sum of £2,000 a year. Although he obtained orders worth millions of pounds for armaments and vessels for Chili, China, and Japan, he had only received £5,000 in 1895 and £1,000 on account of expenses in 1892. He had received £3,695 in 1893, and £8,711 in 1895 on sales of warships to Argentina and Chili; but these sales were before the arrangement of 1892 as he complained. What a fascinating personality his must have been. It was a mere nothing for him to call on the Mikado, the King of Siam, or the ambassador of States, and in one letter he actually wrote to Elswick: "In spite of all difficulties I shall also try and show the model

OF A NEW WARSHIP

to the Emperor of China." He was a bosom comrade of Sir Ernest Satow, our minister in China, and as for the Japanese he wrote: "I cautioned the Japanese not to make armour-plates for their own ships. I am all right in Japan." Happy man! In one letter he said he was "really alarmed at the reckless preparations of the Argentines," so he hurried off to Paris to interview the Chilian Minister and informed that gentleman there was no time to be lost if Chili was to preserve her integrity. Mr. Thomson was first to get the news (in 1893) that France might attack Siam. He was in China at the time, hurried off to Siam to get orders for Armstrongs, and became the bosom friend of the Prince of Siam in about five minutes. Very soon his name "rang throughout Siam." He was received by the King, and his Majesty was delighted with him, "because I did not ask for honours or decorations or accept presents." There was a gentleman in this part of the world not many months ago, Commissioner Barrett of the United States of America, who spoke of his audiences with this potentate and that, but the quiet, pushing Mr. Thomson of London, who had no use for press interviewers or Chambers of Commerce could have given points even to the energetic American. When things seemed peaceful for the nonce this stormy petrel remarks quaintly—"I have taken large offices in Bouverie Street where I shall receive ambassadors, ministers and attachés." He could apparently convene an international conference in something less than half an hour; there was not a country in the world, diplomatically speaking, which was not an open book to this versatile genius. The opening of this remarkable case occupied one day, and it was confidently hoped that new and startling secrets would be disclosed when Mr. Thomson entered the witness box. Alas, for human hopes. When the case was called next day counsel explained that a settlement had been arrived at and the case was withdrawn.

THE PRICE OF SUGAR.

("THE TIMES," DECEMBER 9.)

We have lately devoted a large portion of our space to a discussion upon the price of sugar. The confectioners are indignant because the price of their raw material has risen, and they choose to ascribe the rise entirely to the operation of the Sugar Convention. The mineral water manufacturers have now come into the field and are taking the same view. . . . The complaining traders say that they always predicted melancholy consequences from the Brussels Convention. So they did. Some of them expressed their apprehensions at length in our columns when negotiations were going on. But that only lends force to the pertinent observations of our correspondent "H. S. I." If the confectioners knew that sugar would rise under the Convention, why did they not cover themselves by prudent buying and forward contracts when sugar was cheap? It was quite cheap until March of this year—that is to say, it could be obtained in large quantities rather under the average European cost of production. If they did not buy, what are we to infer? Surely that they did not, upon better consideration, believe in their own predictions, and thought it wiser to buy from hand to mouth.

If that was their conclusion—and any other would reflect gravely upon their business capacity—they would have been justified by events, had events followed their normal course. Unhappily, they did not. Unusual drought affected the beet crop so seriously that, though about the same acreage was sown, the produce is estimated to fall short by close upon a million tons. That wipes out the carry-over reserve; there is a shortage in the supply; and price has risen accordingly. Mr. Martineau gives detailed figures in the letter we print to-day, and they expand and corroborate what was so ably urged in the letter from TATE AND SONS which appeared in our columns on Saturday. The rise in sugar would have occurred had the Convention never been heard of, and in the opinion of Mr. Martineau and of Tate and Sons, who know quite as much about the matter as the confectioners, the price would have been higher than it is had the bounty system remained in force, because the Cartels would have had us at their mercy. They would have been all the more eager to use their power, because, as Mr. Martineau's figures show, they were not long ago obliged to sell sugar at two-thirds of its cost price, and even then had to carry over a stock of two million tons. As it is, the shortage in the beet supply is partially met by an increase of 400,000 tons in the cane supply, most of which is due to the abolition of bounties. It is not by any means certain that the present price can be maintained; but, even if it be proved legitimately due to short supply and not in part to speculation, the confectioners must average dear with cheap years, just as they had to average equally great fluctuations under the bounty system. Their outcry only shows the wisdom of the Government in setting its face against industrial protection, as opposed to the beating down of artificial legislative obstacles to our trade. It is always protected trades that make the greatest outcry. The confectioners have been enjoying protection, which gave them sugar under cost of production, and we see what a noise they make when natural conditions regain free scope. Other trades even more important than theirs are suffering because natural conditions are perverted to their injury, but we do not find that Mr. Lough and other doughty champions of the confectioners are willing to give these trades any consideration.

In any case, is it not rather absurd to declaim against the Convention as if it were a thing that the Government of this country were solely responsible for? It is an international arrangement which could never have come about had not the Governments of sugar-producing countries been anxious to get rid of the bounties. Given that desire on their part, we may be sure that they would have found means to gain their object. Mr. George Mathieson partially recognizes this, for he says that, if only the bounties had been extinguished one by one he would not have complained. Surely he must be aware that they could never have been abolished one by one, any more than nations could disarm one by one. The thing had to be done by common consent, or not at all. For this country and for this Empire the Sugar Convention is an excellent thing, although it cannot counteract the effects of wind and weather upon the sugar crop. The country will shortly have sugar prices upon a much more stable basis than was possible under bounties and Cartels. There is not the least reason to doubt the prediction of experts that, for ten years following the Convention the price of sugar will, on the average, be at least as low as for the ten years preceding it. Our Colonies reap an immediate benefit, and confer one upon us. But for increased cane production present prices would be higher than they are, and as the area of production widens we become more and more independent, alike of weather and of the action of gigantic Continental trusts.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

SHAREHOLDERS' MEETING.

18th inst.

The eighth ordinary general meeting of shareholders in the above Company, was held at the offices of the General Managers, Messrs. Shewan, Tomes and Company, St. George's Buildings, this morning. Hon. Mr. R. Shewan presided, and there were also present Messrs. J. S. van Buren, H. P. White, W. Allen, C. A. Tomes, W. Braidwood, A. Babington, Captain Goddard, Fung Wa Chun, and W. R. Robertson.

The notice convening the meeting having been read,

The Chairman said:—Gentlemen,—Unless you have an objection we will follow the usual course and take the report and accounts before you as read. The accounts show an improvement of about $16,000 over the net receipts for last year; but we do not propose to alter the regular annual dividend of eight per cent., preferring to strengthen the reserve fund which, with the proposed addition of $25,000, will amount to $80,000. As a reserve fund is no real reserve fund if it is invested in the business of its own Company and as it has always been our endeavour to specially invest such funds when possible, we have invested ours in two other Companies with the business of which your general managers are intimately acquainted. The China Light & Power Company has been a good client of this Company; it is now doing a good business with excellent prospects of still better business, so shareholders may rest quite easy about this investment which is in any case not a large one, and as the dividend is guaranteed at 6% for 1904 and 1905 it is equal to a return of over 6½%. Since we invested in Green Island Cement shares the market has dropped owing to the present scarcity of money for the China New Year, for the prospects of this Company are also excellent, and its business is so good that we think nothing more need be said on that score. We had thus invested more than our Reserve Fund amounted to at that time, but we did this with a view to the new issue of Green Island Cement shares, and when our proportion is taken up, viz.:—675 shares at $20, bringing down the average cost of those shares to under $27, we shall then be well within the amount of our Reserve Fund for this, viz., $80,000. Our mortgages require no comment as under the Provident System every year sees them on a firmer footing, and as our Loans (though, of course, we have to take rather more risk than we should if we did the usual humdrum business at low rates of interest) there is none that gives us the least uneasiness. The China Light & Power Co. is a case in point. We have been very useful to this Company, and it in return has paid us for our assistance what would be considered in an ordinary case almost exorbitant rates of interest. It is the kind of business that a finance company such as this is intended to take up. We are much better able to judge whether it is safe than if we were not intimately connected with both concerns as we are in this case, and instead of this being a danger to the Provident Company we consider that it is quite the reverse. We could never show net profits of nearly 11% if we only did ordinary money lending at low rates; but I think that we have had no bad debts to write off, so far, is a good indication that we have not been careless in our choice of the risks we have taken.

There being no question, the Chairman moved the adoption of the report and accounts.

Mr. J. S. van Buren seconded and the motion was unanimously agreed to.

Mr. Braidwood proposed that Messrs. J. S. van Buren, Chow Ming Kee, Chau Tung Shang, Dr. J. W. Noble and H. P. White constitute the Consulting Committee for the ensuing year.

Mr. Fung Wa Chun seconded, and the proposition was adopted.

On the motion of Captain Goddard, seconded by Mr. W. Allan, Messrs. A. O'D. Gourdin and W. H. Potts were re-elected auditors for the current year.

This concluded the business, the Chairman announcing that dividend warrants were now ready.

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

IMPROVED POSITION OF AFFAIRS.

18th inst.

The third ordinary meeting of shareholders in this Company was held at the offices of the Company, Victoria Buildings, this morning. The Hon. Mr. W. J. Gresson presided, and there were present Hon. Sir Paul Chater, C.M.G., Messrs. E. Shellim, R. C. Wilcox and Ho Tung (Directors), Ho Fook, Ho Kom Tong, A. S. Hooper, A. J. Raymond, R. C. Wilcox, Lo Cheung Shiu, H. N. Mody, J. Orange, and Mowbray S. Northcote (Secretary).

The Secretary having read the notice calling the meeting,

The Chairman said:—Gentlemen,—The report and accounts having been in your hands for some days, we may, I presume, take them as read. The accounts are of so simple a nature as to call for no special comment, but you will note with satisfaction, I am sure, that we have wiped off the debit balance of $6,219.10 with which we began the year under review, and close with a balance to the good of $7,157.32, carrying forward, after paying Directors' and Auditors' fees, the sum of $4,557.32. As mentioned by your Chairman at the last annual meeting, we are still necessarily passing through the period of expenditure with our reclamation works at Kowloon Point, which, I am pleased to be able to inform you, continues to make steady progress and should reach completion a few months' hence. Our houses at Yaumati and the storage ground there are well let and are giving us a good return on the capital invested thereon. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions regarding them you may wish to put.

There being no question, the Chairman proposed the adoption of the report and accounts.

Mr. J. Orange seconded, and the resolution was carried unanimously.

Mr. R. Wilcox proposed the re-election of Mr. Ho Tung as a Director of the Company.

Mr. Lo Cheung Shiu seconded and this was also unanimously agreed to.

Mr. Ho Fook proposed that Mr. A. J. Raymond be elected a Director of the Company in place of Mr. R. C. Wilcox, who was leaving the Colony to-day.

Mr. Ho Kom Tong seconded, and the motion was adopted.

Messrs. W. H. Potts and A. O'D. Gourdin were re-elected auditors for the ensuing year, on the proposition of Mr. A. J. Raymond, seconded by Mr. J. S. Hooper.

This concluded the business.

H. M's CONSUL-GENERAL at Shanghai has issued the following copy of a telegram received on Monday from H. M.'s Minister at Tokio:—"Official Gazette yesterday contains a notification by the Minister of Marine warning all shipping of the danger of navigation between N. E. Point, Shantung Promontory, and the Bay of Liaotung, and adds that the Japanese Navy is engaged in removing obstructions to navigation."

THE "TUNGCHOW" CASE.

FURTHER DEVELOPMENTS.

17th inst.

One of the direct results of the fall of Port Arthur was made apparent when the steamship *Tungchow*, of London, was boarded by the harbour authorities under the Military Stores Ordinance, and 250 tons of shells, ammunition, and gunpowder seized. In the latter part of last month news was received that the *Tungchow*—which formerly belonged to Messrs. Butterfield & Swire—was at Saigon loading gunpowder stores for the Russians. It was then stated that the vessel had been sold by Messrs. Butterfield & Swire to a Saigon firm, but that was evidently a mistake, for later information showed that the vessel had been disposed of to a firm in Shanghai. In any event, the vessel which was registered in London had apparently determined to run the gauntlet of the Japanese blockades and land stores at Port Arthur. It is also reported that an attempt was made to get the port of registry changed to Shanghai, which seems to confirm the report that she is or was owned in that port.

The *Tungchow* left Saigon, it is alleged, about Christmas with 250 tons of shells, etc., for the North, destination unknown. At the island of Gutzlaff, which is in the vicinity of Shanghai, the master, Mr. Frederick A. Parkes, called with the object of learning how matters were going with the Russians. His surprise and dismay may be imagined when he heard that Port Arthur had capitulated, and realised that his valuable cargo of ammunition was now useless, at least so far as Port Arthur was concerned. The *Tungchow* remained at Gutzlaff until it became definitely clear that there was no hope of Port Arthur being a purchaser—or at least so the allegations go—and, declining to take the risk of a flying trip through the blackade to Vladivostok, the vessel retraced her track to Saigon. The coal and water supplies gave out, however, and she was obliged to enter the harbour of Hongkong. That was, indeed, a misfortune for the vessel, because she had no manifest to produce for the inspection of the boarding officers, and on search being made it was found that the ship was carrying the large quantity of ammunition mentioned. The master was prosecuted under section 17 of the Arms Ordinance of 1900 which says:

IN DIFFICULTIES.

"No arms or ammunition shall be imported into the Colony except at the Port of Victoria, and the master of every vessel (not being a ship of war or hired armed vessel in the service of Her Majesty or of any foreign nation) having on board as cargo arms or ammunition whether *in transitu* or for transhipment or otherwise shall on arrival forthwith furnish to the Harbour Master a manifest of all such arms and ammunition."

THE MASTER PROSECUTED.

After hearing the case against the master, the Court imposed the full penalty of $250 and the ammunition was landed at Stonecutters' Island. The vessel, however, still remained under the care of the harbour authorities under the section which says: "In case any such arms, ammunition, gunpowder, stores, goods, or articles which have been so prohibited are or is exported from the Colony or are or is carried coastwise, or are or is waterborne to be so exported, etc., they or it shall vest in his Majesty and forthwith thereupon it shall be the duty of the Harbour Master of the Colony . . . to cause all such goods and articles so hereinbefore declared forfeited to be seized, and to detain the same to the use of his Majesty. . ."

THE "TUNGCHOW'S" OWNERS.

The question was whether any further action should be taken against the vessel, but it has now been decided that she may proceed to Saigon and there await the Baltic Fleet Whether or not that is meant for humour it is difficult to say, but if the *Tungchow* does really wait for the Russian Baltic squadron she will have a long spell at the delightful French city of Saigon. However, the officers of the *Diana* and those of the *Tungchow* can fraternise and if necessary commiserate each other on Fate's curious ways. The point of the whole thing rests in this that apparently nobody owns the *Tungchow*. It might have been expected that somebody would come forward and say that they were either the owners or the agents for the owners, but not so. It reminds one of the old song which had for its refrain—"whether they wouldn't, or whether they couldn't, or whether it was because their mothers said they shouldn't—the world will never know."

At any rate the *Tungchow* is at liberty to leave Hongkong and no doubt she will turn her stern on shores which have proved so inhospitable at the earliest possible moment. There is some talk of the master or owners, whoever they may be, disputing the right of the harbour authorities to interfere with the cargo of ammunition, on the ground that the goods were not intended for Hongkong, but it remains to be seen whether any action will arise out of the matter.

Messrs. Butterfield & Swire state that they are unaware who the present owners of the *Tungchow* are, but they believed that the vessel was bought by a firm in the North, presumably in Shanghai.

A HARBOUR MYSTERY.

EUROPEAN TAKEN FROM THE WATER.

17th inst.

On the arrival of the Yaumati ferry launch at the *Pak Kong* wharf, on the Hongkong side, at 9 p.m. yesterday the engineer of the launch reported that he had taken a European from the water, and landed him on the wharf. He then told Inspector Collett, who found the man on the wharf with a crowd of Chinese around him. As the man was unconscious, he endeavoured to resuscitate him by means of artificial respiration, but after working thus for an hour and a half without any result, he sent for blankets and an ambulance, and taking off the wet clothes wrapped the man in the blankets and sent him to the Government Civil Hospital. The body when found was still quite warm, though there were marks of violence about the face, and in the pocket of the coat was found a handkerchief that bore evident signs of blood on it. On arrival at the hospital Dr. E. A. R. Laing examined the body, and certifying that life was extinct, it was removed to the mortuary. Upon examining the clothes a card was found in one of the pockets bearing the name of "Thomas Crowther Augland Greenland." This card Inspector Collett sent by one of his detectives to the ships along the wharf, and then it was discovered that it was the card of the mate of the s.s. *Pak Kong*, running to the West River, and the body was subsequently identified as such. Nothing has so far been discovered to show how deceased got into the water.

THE Rev. Father Jose Algue, director of the Manila Observatory, is in receipt of two grand prizes, five gold medals, a silver medal and a bronze medal for various exhibits made at the exposition of St. Louis.

GENERAL STOESSEL

PASSING THROUGH HONGKONG.

17th inst.

We learn, on excellent authority, that General Stoessel, and the majority of the officers remaining in Port Arthur at the time of the surrender, will pass through here on the next French mail *Australien* en route for St. Petersburg. The vessel is due early next week.

The *Mercury* of the 13th inst. says:—General Stoessel and other Russian officers are expected at Nagasaki from Dalny, and Arakawa, Governor of Nagasaki prefecture, has ordered the Police Station of Umegasaki to prepare their lodgings. General Stoessel and his staff will stay at the Nagasaki Hotel and other officers will stay at the Japan Hotel and French Hotel and their servants will stay at the Marine Association.

SOLICITOR'S CLERK'S FATAL FALL.

18th inst.

This afternoon Mr. Gomperts, sitting as Coroner, held an inquest touching the death of James Douglas, late clerk to a local solicitor. The following jury was empanelled: Messrs. F. Lieb (Foreman), G. B. Ditch, and L. F. Tegner.

The master of the Kuen Kai De, coffee house said, that at half-past five on the 9th inst., the deceased had his dinner and went out. About 7.30 p.m. some people in the street called him, and he sent his fokis to see what was the matter. Witness went down, and then saw deceased lying across the pavement, face downwards, with his hands spread out beyond his head. Two fokis took him upstairs, and witness placed him on the floor in the sitting-room, and put a pillow under his head and covered him with bed-clothes. He remained there until four o'clock in the morning. Then seeing him getting worse, two Europeans took him to hospital. Witness did not know how deceased came to be lying as he was found. Deceased was always drunk, but was not quarrelsome in liquor. He was a little drunk when he went out that evening. Deceased drank rum, but witness did not know how much he consumed in a day.

Dr. Bell testified to the bringing in of an unconscious man to the Government Civil Hospital on the date in question, and his dying there a few hours later. He was identified as James Douglas, and was about 54 years of age. The cause of death was a fractured skull. It would not be caused by a fall forward, but might have been caused, though improbably, by a blow, but more probably by a fall backwards.

William Patterson, mate of the s.s. *Tai On*, said that on the day in question he had his dinner with deceased between five and six o'clock, and then witness went to bed. Deceased sat on a box and sipped at a bottle of rum for a while. He went out at about 6.30 p.m. He could not have been, awful, sober, as he drank a bottle and a half rum, which he brought in at dinner time. He was the only man who drank any of it. The cook came in late and told witness that Douglas was down below. He was excited, so witness ran down at once, and saw deceased curled up on the pavement. A crowd began to collect and witness, thinking deceased was drunk, picked him up and with assistance carried him upstairs. He was not groaning, but was breathing heavily, and blood was oozing out of his mouth. Witness put him in a corner of the room and propped him up with pillows. He then gave him some soda-water, which he was able to swallow. Deceased spoke once, indistinctly, saying "Oh! I am bad"—that was all he said. Later on he called another boarder, and together they took him to hospital where he handed him over to Dr. Bell. When he first saw him lying on the pavement he did not think he was injured; he thought he was merely intoxicated. A Chinaman said he had fallen out of his ricksha; but he seldom took a ricksha. Witness did not know of his having any enemies; all the Europeans who knew him spoke highly of him. Witness never heard of his having any quarrel with any Chinese in the streets. He had no relations in this part of the world.

Detective Sergt. Murison said that a few feet from the south side of the door-way were two steps to the side walk, and he thought deceased might have fallen there and fractured his skull. Inquiries had been made by the police among the neighbours, but they one and all said they saw nothing of the accident. Deceased had about $5 on him when found.

Mr. Patterson, re-called, said that the rum bottles deceased brought home were "reputed-pint-bottles."

His Worship, addressing the jury, said it was extremely unfortunate that the police had been unable to secure any eye-witness of the occurrence, but it was well known the strong reluctance the Chinese had to giving any assistance to the police even when their own people were concerned, and it was greater where a European was concerned, and thus the police were much handicapped in these cases.

The verdict was that "the deceased met his death through a fractured skull, caused by an accidental fall."

SUMATRA AND BORNEO TOBACCO.

Members of the tobacco trade are to be brought in closer touch with each other by the publication of a quarterly review which is to provide the Colonies not only with the trade news of the home country, but of their sister Colonies and dependencies, and of foreign countries. The first number of the journal, the *Tobacco Colonial Quarterly*, reaches us from the editorial and publishing offices at Mounment Station Buildings, London, and from a sheaf of valuable interesting, we clip, the following items, which should be of interest to many of our readers:—

The statistics for the 1903 crop of tobacco from Sumatra and Borneo are now to hand. Perhaps the most noticeable feature of the general situation is that although the crop is the largest on record, exceeding last year's by between 6 and 7 per cent., not one bale of leaf remains unsold. This fact, coupled with the firmness shown at all the autumn sales, and with an advance of about per cent. in the price of the Sumatra crop, d of about 18 per cent. in that of the Borneo crop, points to a very large increase in consumption, and augurs well for next season.

The British Deli and Langkat Tobacco Company, Ltd., sold 5,069 bales at an average of 80 cents, or 1s. 4d., against 5,040 bales or 76 cents, or 1s. 3d. for last year; and the Serdang Tabak Maatschappij realised 68 cents, or 1s. 1½d., for 4,783 bales, against 66 cents, or 1s. 1d. for 4,920 bales. The Sumatra Tobacco Plantations Company, Ltd., sold 823 bales at 57 cents, or 11½d., against 648 bales, with an average of 69 cents, or 1s. 2d. This company, it will be remembered, sold its estate this year to a Dutch company.

When we come to Borneo, England shows as great a pre-eminence as does Holland in Sumatra. Three English companies account for about five-sixths of the entire Borneo crop. First in point of quantity comes the New London Borneo Tobacco Company, Limited, with 6,905 bales, sold at an average of 57 cents, or 11½d., against a crop of 5,285 bales and an average of 33 cents, or 10½d., for last year.

AUTHORISED ARCHITECTS.

The following list of all authorized architects under section 7 of the Public Health and Buildings Ordinance, 1903, is published in the *Gazette*: Messrs. H. W. Bird, G. Blood, J. F. Boulton, A. Bryer, W. Chatham, W. Danby, A. Denison, H. G. C. Fisher, C. H. Gale, L. Gibbs, A. E. Griffin, B. B. Harker, E. M. Hazeland, A. H. Hewitt, A. H. Hollingsworth, A. Shelton Hooper, P. N. H. Jones, W. P. Lambert, J. E. Lee, J. Lemm, D. Macdonald, J. Orange, A. H. Ough, T. L. Perkins, S. J. Powell, E. A. Ram, C. H. Few, C. B. Thomas, H. P. Tooker, A. Turner, C. Warren, Wong Fat Son, Wong A Cheong, and A. Wright.

SATURDAY'S SPORT.

CRICKET.

16th inst.

Following are the scores in some of the matches played on Saturday:—

H.K.C.C.:—Sub-Lt. Benbow, R.N., b Lumsden 35, T. E. Pearce, b Lumsden 9, C. H. Macky, not out 71, Com. Bentinck, R.N., b Herton 16, Capt. P. G. Davies, A.O.D., l.b.w., b Walter Dixon 5, H. Hancock (capt.), b Herton 18, Major Chichester, C.S.O., b Herton 0, R.E.O. Bird, not out 17, Extras 11, Total 182.

Com. T. Shelford, R.N., E. H. Morrell and W. Daniel did not bat (innings declared 182).

Kowloon:—Lt. P. N. Heath, c H. Hancock, b Pearce 47; G. Lightfoot, b Bird 1; Lieut. Airy, 1 14th M., c Bird, b Morrell 0; Lt. Lumsden, R.N. (capt.), c sub, b Chichester 72; Capt. Smith, A.D.C., not out 29; Walter Dixon, c Chichester, b Davies 0; Lt Duncan, R.A., not out 1; Extras 10; Total 160.

Parkes, Butcher, Lt. Doran, A.S.C., and Herton did not bat.

H.K.C.C. "A":—H. R. Wells, b Crump 0, E. A. Fowler, b Crump 0, A. Mackenzie, c Rivers, b Traynor 0, C. Olliffe, b Crump 0, J. Hooper, c Thomas, b Crump 0, F. H. Kew, b Traynor 3, Dr. Horley, c Traynor, b Crump 6, F. C. Gray, c Marriott, b Crump 2, F. J. Gipson, c and b Traynor 0, Spencer, not out 5, Extras 7. Total 23.

83rd Co. R.G.A.:—Br. Rivers, c Wells, b Gipson 5, Br. Oliver, b Gipson 3, Br. Johnson, c Sub, b Fowler 13, Br. Crofts, b Gipson 9, Gr. Crump, b Gipson 4, C. S. M. Thomas, b Horley 8, Sgt. Marriott, b Gipson 7, Sgt. Miller, b Horley 5, Cpl. Bush, c Hooper, b Gipson 0, Sgt. Longbottom, not out 17, Sgt. Traynor, c. Olliffe, b Gipson 4, Extras 16. Total 91.

H. K. P. R. C. 2nd XI:—McHardy, b Brett 3, Cooper, c Craig, b Brett 0, Mackay b Brett 7, Wilkins, b Brett 0, Hutchison, b Andrews 1, Baker, run out c Andrews 2, Routledge, b Brett 2, Grant, run out. b Brett 0, Parr, c Brett, b Andrews 1, Lee, not out—Walker, c Brett, b Goldsmith 6, Extras 5. Total 32.

Civil Service 2nd XI:—Andrews, b Cooper 19, Hogganth, leg before, b Mackay 11, Robins, b Mackay 25, Craig, b McHardy 26, J. E. Brett, b Cooper 0, Smith, c Parr, b Mackay 3, Brown, b Cooper 19, Goldsmith, not out 13, Gast, b MacHardy 9, Allen, run out 17, Extras 13, Total 146.

Police:—Pitt, c Tilburn, b Whiles 0, Winter, c Smith, b Meldrum, 1 Edward, c Ogle, b Chesney 63, Kent, c Tilburn, b Meldrum 9, Lander, b Chesney 48 Langley, c and b Ogle 0, Shepard, b Chesney 0, Waterer, not out 12, Clyde, not out 2, Extras 15, Total 150.

Fowler and Kerr did not bat.

R.E.:—Smith, c Pitt, b Kerr 10, Meldrum, b Kent 23, Chesney, c Clyde, b Shepard 14, Tillman, c Fowler, b Kerr 2, Ogle, c Pitt, b Shepard 4, Whiles, not out 16, Glassbrook, b Kent 0, Calderbank, leg before, b Shepard 7, Woodroffe, not out 12, Extras 1, Total 89.

Shirley did not bat,

R.A.M.C.:—Lt. Harvey, c Kinnaird, b Pestonjee 70, Wilson, c Basa, b Brawn 10, Lt. Rankin, c Brawn, b Pestonjee 0, Major Sparkes, c Lammert, b Ford 1, Seacle, b Pestonjee 2, Lt. Craig, b Pestonjee, 9, Major Hepenstall, c Pestonji, b Lammert 4, Johnson, b Basa, b Lammert, 0, Edwards, not out 1, Gilchrist, b Pestonjee 1, Snitters, st Basa, b Lammert 4; Extras 15, Total 117.

Craigengower, C. C.:—J. D. Kinnaird, b Rankin 75, A. O. Brawn, c Sparkes, b Harvey 26, L. E. Lammert, c Craig, b Harvey 1, R. Pestonji, c Hepenstall, b Rankin 0, R. Basa, c Gilchrist, B. Rankin 8, L. A. Rose, not out 16 Extras 5, Total for 5 wickets 131.

M. E. Asger, E. S. Ford, J. L. Stuart, Leo d'Almada Castro and E Roza, did not bat.

FOOTBALL.

The following have been chosen to play for the Club in the Rugby match against H.M.S *Ocean* at Happy Valley on Tuesday, 17th inst., 4.45 p.m.:—Back:—J. A. F. Bourchier; Three quarters:—A. S. Kemphorne, G. D. Bateman, Lieut. Hanney and S. O. Else; Halves:—J. Clark and H. Soper; Forwards,—Lieut. Ranking, Lieut. Duncan, Lieut. Holden, N. P. Dudley, J. Hannon, D. Bo Murray, H. G. C. Bailey and A. F. Chard.

The following are the brief results of matches played on Saturday:—

H.K.F.C. 1 goal:—Taikoo F.C. 1 goal.
Naval Yard 4:—V.R.C. 1.
West Kents 1:—R.E.'s nil.
A.O.C. 1:—Y.M.C.A, nil.

YACHTING.

THE GOVERNOR'S CUP.

The second race in connection with the Governor's Cup, for English rigged Royal Hongkong Yacht Club cruisers, was sailed on Saturday over a 22-mile course with the following result:—

Yacht.	H.	M.	S.
Haidee	5	31	45
Rita	5	56	0
Thistle	5	59	45

THE COMMODORE'S CUP.

Chinese rigged cruisers started over the same course as the English rigged cruisers fifteen minutes later, racing for the Royal Hongkong Yacht Club Commodore's (Hon. Mr. F. H. May, C.M.G.) Cup. The result was as follows:—

Yacht.	H.	M.	S.
Australian	6	4	33
The Snipe	6	48	15
Taney	7	0	0

THE VICE-COMMODORE'S CUP.

This (Royal Hongkong Yacht Club) race was sailed on Sunday the result being as follows:—

Yacht.	H.	M.	S.	Corrected.		
Min	4	29	5	4	18	5
Elspeth	4	30	45	4	28	45
Dione	4	31	10	scratch.		
Kathleen	4	35	25	4	24	25
Aileen	4	38	5	4	34	5
Colleen	4	39	5	4	28	5
Chanticleer	4	39	15	4	23	15
Bonito	4	44	40	4	33	40
Vernon	4	44	30	scratch.		
Iris	4	46	15	4	32	15
Gloria	4	47	20	4	33	20
Alanpah	4	57	0	4	50	0
Payne	5	3	5	4	41	5

CORINTHIAN YACHT CLUB.

This promising club has come rapidly to the front, and on Saturday the opening cruise took place, and the first race was decided over a course of 8½ miles. The result was as follows:—

Gail (sailed by Mr. McIver),	1.
Nina (Mr. E. M. Hazeland),	2.
Asthore (Mr. J. Hard),	3.

POLO.

At a special meeting of the Hongkong Polo Club, held at the Club Pavilion, Causeway Bay, on Saturday, Capt. Nugent, (Hon. Secretary) announced that Government had refused the Club's application for an extension of ground to the east, on account of the great (about $4,000) expenditure which would be necessary to clear the ground—The question of allowing ladies to play golf on the Polo ground on off days was then discussed. It was unanimously decided that such permission be refused.

With respect to the proposal to confine games to China ponies, it was decided that after the closing of the ground in June next all tournament matches be played on those ponies; that the present other mounts (walers and country breds) now in use be allowed in ordinary games and friendly matches. This decision is to be wired to regiments coming to Hongkong in the immediate future.

ROBBERS AND FREEBOOTERS

IN THE NEW TERRITORY.

17th inst.

As the Chinese New Year approaches, attempted armed robberies in the New Territory are becoming somewhat frequent, but under present conditions, and with the thorough knowledge of the police of the districts and the inhabitants, they are seldom successful. The latest was brought to light by a Chinaman, named Cheung Hang, who rushed into the police station at Sheung Shui, on the 14th inst, and stated that he, with five others, was on his way to that place from Taipo, when they were accosted by a band of five men who, producing revolvers, stopped them and proceeded to go through their goods and chattels. The informant managed to get away, and bolted to Sheung Shui, escaping unhurt, though he heard two reports from revolvers as he fled. He was unable to say what became of the other members of his party, but described the bandits, and a search party was immediately sent out to scour the district. Up to this morning no further reports had been made by the other men, so it is surmised that they also escaped unscathed.

THE BARREN HILLS OF KWANGTUNG.

That the Chinese themselves have caused the present sterile condition of most of the bare rain-washed, sun-scorched hill districts in Kwangtung, seems to me a fact which may be daily proved. Hordes of women and children and numbers of men set forth every day in the year from every village and hamlet, armed with bamboo rakes and roughly-made choppers; with these implements they rake, hack and tear away such scanty grass as may be found; carefully scrape together the leaves, pine-needles and twigs, and even comb down the branches of the firs. Not seldom they hack off the bark thereof with one of their clumsy hoes, besides breaking, twisting off and chopping away branches and undergrowth. Examine one of the bundles of brush slung on their bamboos and you will find grass, torn up by the roots by the incurved teeth of the rakes, forms a considerable proportion of the load. You will find the trail of their rakes over almost every yard of uncultivated ground, even where the herbage merely grows in miserable tufts amidst a wilderness of sand and rock debris. Then heavy rain falls, and in the space of a few minutes washes tons of sterile soil into the ravines and gullies and so down to the plains. The fierce sun, instead of producing a luxuriant vegetation, helps to complete the destruction caused by the rain by burning up the little herbage remaining. How can the steep, naked sides of the hills resist the action of violent tropical showers, with no protective covering of grass and other vegetation? And what vegetation can grow, when leaves and twigs and grass, even the very straws and fir-needles, are carefully raked up and carried off for fuel, so that a fertile soil is never formed. Even in the few scraps of wood remaining in these districts, fine and well-grown trees are rare (banyans used as joss-trees being almost the only exceptions), for everything which would produce a rich mould is used as fuel. No amount of tropical sun and rain will grow tropical vegetation when the very means for forming a fertile soil is destroyed. In fact, when the bare surface of the ground is exposed, sun and rain not only hasten the destruction of the little remaining vegetation on the hills but tend to prevent new herbage from gaining a foothold. Anyone who has been caught in a heavy shower on one of these hills can understand the immense quantity of worthless soil washed down to the valleys in the course of an hour or two. The ravines and gullies suddenly become roaring torrents and this water is all carried off the hills to the plains almost as soon as the shower ceases. This, of course, would not be the case if the hills were protected by grass, trees and other vegetation. In consequence, acres and acres of the plains are composed of this sterile soil washed from the hills, and will produce nothing till sodden with the abominable manure used by the Chinese

These sordid, poverty-stricken fuel-gatherers carry away material worth, as fuel, a few brass cash. Left to produce good rich mould it would gradually transform the face of the country from districts composed of barren hills and sandy slopes scantily sprinkled with coarse wiry grass, into well-turfed slopes and wooded hills of real value. But this will probably never come to pass; for beggars, lepers and the like all add their quota to a population already twice too great for the country to properly support; and these people, to keep body and soul together, destroy and waste the natural surface-wealth of many parts of Kwangtung.

DIOGENES.

WHO SAVED SIAM?

A FRIEND OF KINGS.

An amazing story of Court intrigue of how warships were bought and sold wholesale by powers in Europe, Asia and America, was told in the course of an action for damages which was tried in London the other day. A plain old gentleman, described as an ex-correspondent of the *Times*, Mr. R. A. Thomson, sued the firm of Sir W. G. Armstrong, Whitworth & Co., of Elswick, for commission on the sale of armoured cruisers and implements of war to various States throughout the word. There was hardly a country to which Mr. Thomson had not journeyed as private agent for Elswick. According to his own story he was hand-in-glove with Lord Salisbury, he could wheedle Lord Rosebery, and he was adviser-in-chief to the Governments of Argentina, Chili, Japan, China, Siam, and half a dozen other States. When a war was impending, first news was received by Mr. Thomson, this fine old English gentleman. His expenses alone ran to the respectable sum of £2,000 a year. Although he obtained orders worth millions of pounds for armaments and vessels for Chili, China, and Japan, he had only received £5,000 in 1895 and £1,000 on account of expenses in 1892. He had received £3,695 in 1893, and £8,711 in 1895 on sales of warships to Argentina and Chili; but these sales were before the arrangement of 1892 as he complained. What a fascinating personality his must have been. It was a mere nothing for him to call on the Mikado, the King of Siam, or the ambassador of States, and in one letter he actually wrote to Elswick: "In spite of all difficulties I shall also try and show the model

OF A NEW WARSHIP

to the Emperor of China." He was a bosom comrade of Sir Ernest Satow, our minister in China, and as for the Japanese he wrote: "I cautioned the Japanese not to make armour-plates for their own ships. I am all right in Japan." Happy man! In one letter he said he was "really alarmed at the reckless preparations of the Argentines," so he hurried off to Paris to interview the Chilian Minister and informed that gentleman there was no time to be lost if Chili was to preserve her integrity. Mr. Thomson was first to get the news (in 1893) that France might attack Siam. He was in China at the time, hurried off to Siam to get orders for Armstrongs, and became the bosom friend of the Prince of Siam in about five minutes. Very soon his name "rang throughout Siam." He was received by the King, and his Majesty was delighted with him, "because I did not ask for honours or decorations or accept presents." There was a gentleman in this part of the world not many months ago, Commissioner Barrett of the United States of America, who spoke of his audiences with this potentate and that, but the quiet, pushing Mr. Thomson of London, who had no use for press interviewers or Chambers of Commerce could have given points even to the energetic American. When things seemed peaceful for the nonce this stormy petrel remarks quaintly—"I have taken large offices in Bouverie Street where I shall receive ambassadors, ministers and attachés." He could apparently convene an international conference in something less than half an hour; there was not a country in the world, diplomatically speaking, which was not an open book to this versatile genius. The opening of this remarkable case occupied one day, and it was confidently hoped that new and startling secrets would be disclosed when Mr. Thomson entered the witness box. Alas, for human hopes. When the case was called next day counsel explained that a settlement had been arrived at and the case was withdrawn.

THE PRICE OF SUGAR.

("THE TIMES," DECEMBER 9.)

We have lately devoted a large portion of our space to a discussion upon the price of sugar. The confectioners are indignant because the price of their raw material has risen, and they choose to ascribe the rise entirely to the operation of the Sugar Convention. The mineral water manufacturers have now come into the field and are taking the same view. . . . The complaining traders say that they always predicted melancholy consequences from the Brussels Convention. So they did. Some of them expressed their apprehensions at length in our columns when negotiations were going on. But that only lends force to the pertinent observations of our correspondent "H. S. I." If the confectioners knew that sugar would rise under the Convention, why did they not cover themselves by prudent buying and forward contracts when sugar was cheap? It was quite cheap until March of this year—that is to say, it could be obtained in large quantities rather under the average European cost of production. If they did not buy, what are we to infer? Surely that they did not, upon better consideration, believe in their own predictions, and thought it wiser to buy from hand to mouth.

If that was their conclusion—and any other would reflect gravely upon their business capacity—they would have been justified by events, had events followed their normal course. Unhappily, they did not. Unusual drought affected the beet crop so seriously that, though about the same acreage was sown, the produce is estimated to fall short by close upon a million tons. That wipes out the carry-over reserve; there is a shortage in the supply; and price has risen accordingly. Mr. Martineau gives detailed figures in the letter we print today, and they expand and corroborate what was so ably urged in the letter from TATE and SONS which appeared in our columns on Saturday. The rise in sugar would have occurred had the Convention never been heard of, and in the opinion of Mr. Martineau and of Tate and Sons, who know quite as much about the matter as the confectioners, the price would have been higher than it is had the bounty system remained in force, because the Cartels would have had us at their mercy. They would have been all the more eager to use their power, because, as Mr. Martineau's figures show, they were not long ago obliged to sell sugar at two-thirds of its cost price, and even then had to carry over a stock of two million tons. As it is, the shortage in the beet supply is partially met by an increase of 400,000 tons in the cane supply, most of which is due to the abolition of bounties. It is not by any means certain that the present price can be maintained; but, even if it be proved legitimately due to short supply and not in part to speculation, the confectioners must average dear with cheap years, just as they had to average equally great fluctuations under the bounty system. Their outcry only shows the wisdom of the Government in setting its face against industrial protection, as opposed to the beating down of artificial legislative obstacles to our trade. It is always protected trades that make the greatest outcry. The confectioners have been enjoying protection, which gave them sugar under cost of production, and we see what a noise they make when natural conditions regain free scope. Other trades even more important than theirs are suffering because natural conditions are perverted to their injury, but we do not find that Mr. Lough and other doughty champions of the confectioners are willing to give these trades any consideration.

In any case, is it not rather absurd to declaim against the Convention as if it were a thing that the Government of this country were solely responsible for? It is an international arrangement which could never have come about had not the Governments of sugar-producing countries been anxious to get rid of the bounties. Given that desire on their part, we may be sure that they would have found means to gain their object. Mr. George Mathieson partially recognizes this, for he says that, if only the bounties had been extinguished one by one he would not have complained. Surely he must be aware that they could never have been abolished one by one, any more than nations could disarm one by one. The thing had to be done by common consent, or not at all. For this country and for this Empire the Sugar Convention is an excellent thing, although it cannot counteract the effects of wind and weather upon the sugar crop. The country will shortly have sugar prices upon a much more stable basis than was possible under bounties and Cartels. There is not the least reason to doubt the prediction of experts that for ten years following the Convention the price of sugar will, on the average, be at least as low as for the ten years preceding it. Our Colonies reap an immediate benefit, and confer one upon us. But for increased cane production present prices would be higher than they are, and as the area of production widens we become more and more independent, alike of weather and of the action of gigantic Continental trusts.

CHINESE AND WESTERN LEARNING.

SPEECH DAY OF ST. STEPHEN'S COLLEGE.

18th inst.

"A report of progress far beyond our highest hope," was a gratifying statement of the Warden of St. Stephen's College at the annual prize presentation this afternoon. Once a year we are privileged to obtain a close insight into the problems of education being solved by the individual schools of the Colony, and when such satisfactory observations fall from those having a practical acquaintance with the gradual growth of Western learning in our institutions, it is impossible to withhold our admiration at the enthusiasm of the masters and the diligence and attention of their scholars. St. Stephen's College is one of our youngest schools, and already the need of additional masters and further accommodation is being felt—signs, surely, of further and greater success to be attained in the near future. The ceremony this afternoon was of more than usual interest by reason of H. E. the Governor having promised to present the prizes. Sir Matthew Nathan, accompanied by his private secretary, Mr. R. A. B. Ponsonby, arrived shortly after twelve o'clock, and at once proceeded to a raised platform, erected in a spacious marshed, in the grounds of the College, and took their seats with Bishop Hoare, the Rev. E. J. Barnett (Warden) and the Rev. W. E. Hepwell. Among other present in the hall were the Hon. Dr. Ho Kai, Rev. T. W. Pearce, Rev. J. H. French, Rev. Southam, Dr. Lukban, Mr. G. Piercey, S. W. Tso, Mr. Chau Siu Ki and many ladies.

The Rev. Hepwell offered prayer, following which

The Rev. E. J. Barnett said:—Your Excellency, my Lord Bishop, ladies and gentlemen: Your presence with us to-day, I take it, means something more than simply attending and taking part in the Speech Day of St. Stephen's College. Greatly as we appreciate your attendance on this account we value it rather as an expression of your sympathy with us in the endeavour to contribute something toward the solution of a problem which is just now occupying many minds in the Far East. I mean the education of the Chinese, and the bearing of that education upon the future of China.

Significant changes are making their appearance, not so rapidly perhaps as some may desire, but they are sufficient to indicate that the tide has turned, and the occasional backwash of the reactionaries is but the prelude to the rising wave of reform. That coming changes may be wrought through the transforming influence of Western knowledge is a hope to which the leaders of China seem to cling. They would have the old give place to the new, as spring follows winter, fearing, with good reason, the too sudden introduction of innovations which might lead to stormy outbursts of passion throughout the Empire. Whether it is probable that this transformation will take place without internal convulsions is not for us to speculate upon to-day. As educationalists our endeavour is rather to prepare, as far as possible, those under our care to meet the exigencies of life whatever the future may bring.

It may be questioned whether the influence of education in Hongkong will not be mainly, if not wholly, local: whether those who are trained in our colleges will ever affect appreciably the mainland adjacent. That most of those who come to learn English are actuated by presonal motives must perhaps be conceded. But here, nevertheless, is the teacher's opportunity; for as the children in the home lands are taught to respond to the enthusiasm of Imperialism, so may the claims of China be brought home to Chinese students while studying the condition and needs of their native land in the light of the history of our Empire.

Some of these senior lads have devoted themselves to the study of History with a relish which has surprised us. Parallels between certain conditions obtaining at the present time in China and those which existed in England, say, in John's reign and later, are readily appreciated and deductions are soon drawn. For why should not the benefits which Magna Carta secured for England be enjoyed by China if she too obtained her Charter of Liberties. Thus through this and kindred studies the needs of China become more apparent, and when the need has been located the remedy is nearer accomplishment.

Further, Hongkong is Europe's door into China, and a distributing centre whose influence penetrates into the heart of the Empire. Hongkong, moreover, as a British Colony, is an object lesson of good government where the rights of man in relation to man are maintained, where justice is administered and oppression disallowed. In some measure, therefore, this ancient, immovable kingdom is being interpenetrated with new forces which make for change and the betterment of the people.

Yet again, some of our students have official connections on the mainland; some belong to the expectant class of degree; others hail from the coast ports while all are more or less associated with ancestral homes in China proper. In these ways the sphere of influence is widened and we believe the result of our labours will extend beyond the narrow limits of Hongkong.

How, while the State is composed of communities and communities of families, the individual, as being the irreducible minimum, is the factor with whom we have to deal. His peculiarities must be marked, his capacity gauged, his development made the object of special study. And believing that "Righteousness exalteth a nation," our first aim is to inculcate upon the individual the methods of right living. We were often told that such aspirations in our present sphere were visionary, that the task was doomed to failure. However, it has taken less than two years to prove such criticisms false, and to show that Chinese youths are as susceptible to a code of honour as the boys of an English school.

In the Bible the scholars have not only been introduced to the choicest specimens of English literature; they have found access also to the history of a nation to which the world is deeply indebted for its highest ideals and noblest examples. But, better than all, the learner has here discovered, as a personal possibility, a life governed by principle, moulded in unselfishness and energized by the spirit of truth. These are the qualities which make for good citizenship, without which, instruction, however useful, fails to produce its best results.

The encouragement accorded us by those for whose benefit St. Stephen's College was established has been steadily increasing, so that at the close of our second year we are able to present a report of progress far beyond our highest hopes.

The roll call for the final term of last year was 32. When classes re-assembled after the New Year holidays the numbers were almost doubled, and we close with 70 on the books, the boarding accommodation being taxed to its utmost capacity.

An increase of scholars necessitated a larger teaching staff. Our tried friends and fellow-helpers remained with us—Mr. J. Lewis Byrne, M.A., in charge of much of the senior work, Mr. A. H. Mackenzie, and Miss Fletcher who kindly devoted the whole of her time to her class. Even so we lacked the numbers necessary to carry out our principle that each class should have its own English Form-master. In the early part of the year we were fortunate in obtaining the assistance of Mr. F. P. Burtt, a trained teacher, and when other duties called him away the services of Mr. Ray were secured, who has entered with enthusiasm into the boys' sports. Mr. Landemann, who holds a teacher's certificate, has lately joined us, and we expect to have the benefit of his help after the New Year. The Chinese classes have continued under the careful instruction of Mr. Ng Tin Po, assisted recently by Mr. Loy Siu Kei.

In last report complaint has made of the manner in which the regular work of the school was interfered with by the frequent absence of scholars, which sometimes extended over weeks. During the present year there has been an appreciable improvement in this respect, only one class—the third—having been seriously weakened by irregularity of attendance. We cherish the hope that, among the Western methods of which so much is heard now-a-days, the custom of taking holidays only during school vacations will soon be more generally accepted.

The prize list appended will speak for the classes and for the subjects being taught therein. The examinations just closed cover sixteen subjects. The Dux of the school has won his position on a written examination in ten of these with a per centage of 88.5 marks. Prizes have been awarded for group subjects, but any boy showing himself distinctly superior to his class mates in a single branch has not been overlooked. No boy has been allowed to carry away more than two first prizes; in this way some holding second and third places have received rewards.

With their wonted generosity and good feeling the parents and relations of the scholars have responded readily to whatever was asked of them during the year. For all their help we tender them our warm thanks. The prizes which Your Excellency has graciously promised to distribute to-day is an evidence of their liberality. The following gentlemen having contributed freely to the Prize Fund: The Honourable Dr. Ho Kai, C.M.G., Messrs. S. W. Ts'o, Chan Hewan, Chow Kam Wing, Fung Ku Shau, Yap Soon King, Hon Yung Kam, Lau Chin Ting, Chan Oi Ting, Tsin Fong Po, So Wai Chuen, Fung Chun Yuen, Wei On, Wei Wah Leen, Lo Choh Sun, Lo Pun Kei, Chan Chiu Fung, Uen Lai Chuen, Chau Siu Kei, Ng Pak To, Hui Shun Chuen, Ts'o Tsze Kei, Ng Po Kwan, Yau Shui, Che Fun Ting, Cheng Wo Hin, Dr. Wan Tucu Mo and Dr. Lukban. His Lordship the Bishop and Mr. J. Lewis Byrne have again kindly given special prizes for Scripture and Drawing respectively.

Physical exercise and sports have been put into better order during the year, but much still remains to be done under this head. We have been heavily handicapped for want of a gymnasium and a proper cricket pitch, nevertheless no little enthusiasm has been aroused for manly sports; and although we cannot boast of championship matches won, we are preparing for more modest victories in the near future.

In order to provide a Library one of the large porches was enclosed with glass doors. This has proved a boon to many. Here are to be found the daily papers, both English and Chinese, the Boys' Own Paper and other current literature. We are indebted to Miss Fletcher for kindly passing on the *Illustrated London News*. Over a hundred books are in the glass case which is open by the Librarian three times a week, and to these it is hoped considerable additions will be made during the coming year. Such games as draughts and chess have become popular in the quiet corners of the library.

Another innovation is the Debating Club which has met on alternate Saturday evenings to discuss in English such subject as Tramcars *v.* Rickshaws, Cricket *v.* Football, Town *v.* Country, The English method of choosing a Wife *v.* the Chinese custom These debates afford a practice ground for the expression of ideas in English and have proved both helpful and interesting.

Among other new things is this building in which we are now assembled. It may not be handsome, it may not be rain-proof (for a tropical shower has not yet tested it), but it is doing good temporary service, for by permission of the Building Authority it stands as a cover over our heads while we eat our meals. In erecting a matshed we have the satisfaction of having followed the example of our Government, which further shows its paternal interest by granting permission for its use in instalments of three months. But it serves another purpose also. It stands a witness to the fact that in the second year of our existence we are out-growing our appointed bounds, and unless we are prepared to provide for early expansion, we shall find ourselves so cramped and confined that the vigorous infant will be in danger of turning into a dwarf and weakling.

Your Excellency, we feel sure, will sympathize with us in our aspirations after suitable accommodation in which to work out our ideals for the benefit of the young men of Hongkong and the mainland. We are, therefore, the more glad to have the honour of Your Excellency's presence with us to-day, because should the Church Missionary Society be in a position presently to appear as suppliants before this Government to enable them to obtain the necessary land on which to erect more permanent buildings, we shall not look in vain for a favourable hearing and consideration of our request.

Twelve months ago we expressed the hope that our Chinese friends would see their way to assist in securing better house accommodation. This suggestion was not passed unheeded, and the time for action seems now to have arrived. The renewal of the lease of the present property has for three years been secured at an addition of 25 per centum rental. We are warned that at the expiration of this period we must be prepared to quit. New buildings therefore, become a necessity: but how are they to be obtained? Are we to expect the Church Missionary Society to provide buildings? That must not be. When the Society gave its consent for opening a school in Hongkong for the sons of Chinese gentlemen, it was stipulated that the institution should be self-supporting. The Society will be glad to continue this educational work, if it is needed in Hongkong, but their funds, which are subscribed, for other purposes, cannot be drawn upon for its maintenance. This was made a condition prior to the commencement of the work, and it is a reasonable one. The scholars of St. Stephen's College are not objects of charity, neither do they wish to be considered so. They are as able and as willing to pay for their education, as are the students in our home lands. We come offering them an English education upon the lines of English school life, and we look to the parents to help us to carry out our plans for their sons' benefit; in other words, to provide buildings adequate to our requirements—these buildings to be definitely appropriated too educational purposes. Do we expect too much? I think not. Our experience has led us to believe that our Chinese friends, when they understand the facts of the case, will be prepared to come forward and support us handsomely, so that in a short time we shall be seeking a building site from Government. Knowing that matters stand thus: that the tenure of our property is limited, that we are hampered for lack of accommodation, that to continue at the present without seeking to make provision for the future, would mean the crippling if not the extinction of our work, we have already approached a few of the leading Chinese citizens and friends laying before them the facts above mentioned. Their reply has been: "We need St. Stephen's College. We are desirous of such an institution in which our sons, our brothers, and our nephews may be educated. We are willing to become subscribers towards the required building, and we believe many others will be glad to do likewise. The benefit is to us and to our children we should be prepared, therefore, to share the burden." May we then invite the parents and guardians who are present to-day to remain for a short time that we may talk over this subject together.

An important development of our work is the proposed Preparatory School for boys between the ages of five and eleven and girls between five and fifteen years. The Church Missionary Society is about to open this school in response to a request from some of the College's warmest supporters. It will be carried on in the new building on the hill across the road, and the small boys who are entered, after having received a grounding in English, will be passed on for further instruction to St. Stephen's College. Miss Carden, who has come from England for educational work, has been requested to take charge of this school.

Further expansion is being prepared for in three directions:—

1. An additional boarding house, adjacent to the College, is to be rented and placed in charge of a resident master. By this arrangement more rooms in the main building will be left free for class work.

2. Another master, specially selected for St. Stephen's College, is expected in Hongkong early next month, so that we shall open the New Year with a staff of six English masters and two Chinese. Our boys, particularly the senior mathematical class, will welcome the news that Mr. Byrne is continuing as senior house-master.

3. The play ground, at an expense of some hundreds of dollars, is being enlarged to double its former size. This will allow tennis players and cricketers to enjoy their several games without interference with each other.

There remains for me now but the pleasant task to wish all scholars a very enjoyable holiday, to express the hope that we shall meet again when College re-opens on Tuesday, February 21st, and to request that His Excellency the Governor will now kindly distribute the prizes (applause).

PRIZE LIST.

H.E. the Governor then distributed the prizes as follows:—

Dux of the College:—Ts'o Shin Cheung; and H.E. Major Sir Matthew Nathan's prize of a set of Macauley's works.

Proxime accessit:—Chow Kwan Lam.

Form V.:—Scripture, the gift of the Lord Bishop of Victoria: Chow Kwan Lam. Class Prizes: Ts'o Shin Cheung and Wan Iu Shing. Reading, Writing and Dictation: Chow Kwan Lam, Ts'o Shin Cheung and Ts'o Shin Fan. Grammar and Composition:—Ts'o Shin Cheung. Geography and History: Chow Kwan Lam. Translation and Letter-writing: Chow Kwan Lam, Ts'o Shin Cheung and Ts'o Shin Fan. Mathematics: Ts'o Shin Cheung, Chow Kwan Lam and Wong Fung Chau. Chinese: Ho Wing Ching. Book-keeping: Ts'o Shin Cheung and Wong Fung Chou. Shakespeare: Ts'o Shin Cheung. Drawing: The gift of Mr. J. Lewis Byrne, M.A. Wong Fung Chau.

Form IV:—Dux of Form: Lo Kwan Yam. Scripture: Lukban S. and Ho Wing Ching. Reading, Writing and Dictation: Lukban S. Grammar and Composition: Lo Kwan Yam and Tsin Po Fan. Geography and History: Lo Kwan Yam and Fung Man Sui. Translation and Letter-writing: Lo Kwan Yam and Lo Lok Tsai. Mathematics: Fung Man Sui and Lukban S. Chinese: Lo Kwan Yam and Chow Kam Kai Book-keeping: Fung Man Sui and Lo Lok Tsai. History: Chan Ying Wing. Arithmetic: Wei Wing Hon. Conduct: Ts'o See Hon, Drawing, The gift of Mr. J. Lewis Byrne, M. A. Lim Pang Hing. Dux at mid-summer: Lukban S.

Form III:—Dux of the Form: Wan Yik Shing. Reading, Writing & Dictation: Lau Sui Leung, Wan Yik Shing & Cheng Kaam Chuen. Grammar and Composition: Lau Sui Leung, Wan Yik Shing & Lo Tsit Yeuk. Geography & History: Lau Sui Leung, & Wan Yik Shing. Translation & Letter-writing: Lau Sui Leung, Chaam Ching & Ho Wing Hang. Chinese: Che Chaam Ching. Mathematics: Wan Yik Shing & Lau Sui Leung. Drawing: Chow Kam Leung. Dux at Mid-summer: Tang Hang Shang

Form II:—Dux of the Form: Lau Po Chuen. Scripture: Lei Yik Mu, Lau Kaan and Yau Kam Faat. Reading, Writing and Dictation: Chan Shiu Hang. Grammar and Composition: Lau Po Chuen. Geography: Lau Po Chuen and Lau In Ming. Arithmetic: Lau In Ming. Chinese: Hui Pui. Object Lesson: Lau Po Wing. Drawing: Hui Tsun. Duces at Mid-summer (equal), Lei Yik Mui and Lau Laan.

Form I:—General Class Work: 1, Lo Woon Man, 2, Ng Sze Kui, 3, Ho Wing Kin and Wong Fuk Kin. Scripture: Lo Woon Man Chan Ming Chung. Writing: Chan Kai Faan. Conduct: Lam Shiu Hang. DUX at Mid-summer: Lam Shiu Hang.

Form 1B:—General Class Work: 1, Mak Pak Sui and Chau Tsun Nin.

H.E. Sir Matthew Nathan said: My Lord Bishop, ladies and gentlemen. You will, I am sure, join with me in thanking the Rev. Mr. Barnett for the great interest of his report. In its political anticipations I have no intention of following him nor can I follow the parallel of England emerging from barbarism in the 13th century A.D. and China of to-day after a civilization which we know goes back to the 13th century, B.C. But I do understand and applaud the statement in the report that the first aim of the College is "to inculcate upon the individual the methods of right living." On the last occasion on which I had the honor to present prizes at one of the schools of this Colony I divided the purposes of these schools into "training the character" and "educating the mind." On this occasion another subdivision suggests itself, viz:—that of education into the two methods of "storing the memory" and "forming the reason". Both methods are followed in every system of education, but in varying degrees. The former method usually consists of teaching the ancient classics first largely by rote and afterwards by explanation of their meaning. In the latter method science and logic play the foremost parts and teach the deduction of one fact from another, and of generalisations from instances. Roughly speaking, the first method tends to make men conservative, cultured and courteous, and the second to make them liberal; learned and likely to get on in the world. The first method overwhelmingly predominates in the system of education in China and formerly entered largely into the curriculum of English public schools. The second method is that to which modern Western education is rapidly tending, and is probably at present more closely followed in Germany than elsewhere. The problem which this college is endeavouring to solve is how to combine the methods in the way best adapted to secure the highest happiness to the rising generation of Chinese in this corner of the British Empire and in the adjoining Empire of China—how to add so much liberalism to the Chinese conservatism as will tend to steady progress, without producing a generation of rash reformers or reckless enterprises; how to combine so much learning with the Chinese culture as will make the lessons of science practically available for the improvement of the physical conditions of life, and how to place scholars in the position to get on in the world without selfishness nor too high a consideration of the material advantages of wealth, rank, and position. That the solution of the problem is proceeding on the right lines our Chinese friends testify by the support they are giving to the institution. We all here wish it every success. (Applause).

The Lord Bishop said he was sure he was only expressing the feelings of those present when he thanked His Excellency most heartily for coming to the college and presenting the prizes. It was a great help, indeed, and they were pleased at seeing him there and hearing what he had to say on the work of the College and about education generally. He always looked on the work of the College with very great interest, and especially so, he said, because, to his mind it was much in the nature of a Chinese movement that had not been started and led by Europeans; the original movement came from the Chinese and had been supported by them. In matters of government and in the system of training generally, Chinese opinion had had great weight, although of course they recognised the regulations of government regarding their system of education in the Colony. The problem, however, would always arise regarding the best lines on which to regulate schools in a Colony where the bulk of the population is Chinese. With their College they had practically a free hand, and it was most satisfactory to know that Chinese opinion, so far as they were concerned, coincided to a great extent with the view of the Government on the subject of education. His lordship then proceeded to allude to the moral and religious teaching of students, and emphasised the fact that, on the whole the Chinese prefer to have religious teaching in the schools. In conclusion, he touched on athletics, impressing upon his hearers the view that if they desired to get a good educational system they must develope athletics, and in order to stir up a spirit of rivalry in that direction between St. Stephen's College and the Diocesan School he promised to give a prize to the best team of cricketers and the best pair in tennis players among the scholars of the two institutions. After again thanking H.E. for presenting the prizes, the proceedings were brought to a conclusion by the singing of the National Anthem and cheering for Sir Matthew Nathan.

THE WEIHAIWEI GOLD MINING CO., LD.

On 11th inst. a special meeting of the above Company was held in the Chamber of Commerce Rooms, Shanghai, to consider its financial position.

There were present: Messrs. Marcus Wolff (Chairman), J. M. Young and Captain W. Dobie (Directors), R.N. Macleod (Legal Adviser), and others. The total number of registered shares represented was 8,337.

The Chairman—Gentlemen, as this is an informal meeting it is unnecessary to read the notice convening it. I have a most unpleasant task before me and that is to tell you that we are practically insolvent (ironical cheers). At the meeting held on the 15th December when the debentures were subscribed for we thought we should be able to carry on and that we were out of difficulties, particularly when we considered Mr. Duff's letter to the directors. On the 20th we received Report 28 from Mr. Dawson, which appeared to be very satisfactory. (The Chairman read this report, which stated that the mine continued to look promising, and gave details of the work then in progress and the yields of amalgam and concentrates up to that date.) A week later we received a letter diametrically opposed to this report. After consulting with Mr. Duff at a Board meeting, we decided to send off a telegram. Mr. Dawson's letter was as follows:—

Weihaiwei, 21st December, 1904.

The Chairman of Directors,
Shanghai.

Dear Sir,—If means be found of continuing operations here the most important thing will be reduction of expenditure. I have discharged all the Japanese carpenters and the only direction in which I can see the possibility of further reduction is in the staff. I therefore make the following suggestion which, while it may present some difficulties, you may consider worth trying in view of the economy which it would effect. I propose that you try to do without a manager at all; leaving the Mine in full control of Mr. Verschoyle, and the Mill under Mr. Salmon, giving to one of them the decision on matters appertaining equally to their respective departments. By reducing the amount of assaying, as may easily be done, Mr. A. Wolff may be able to attend to that as well as stores, and the other office work, and if he found it too much for him the assistance of a Portuguese clerk would probably suffice. There would be several details to be considered in carrying out such a scheme, but it is not necessary to enter into them until I know how you consider the proposal generally.

Wishing you the compliments of the season,
—I remain, Dear Sirs,
Yours faithfully,
(Signed) T. LAUNCELOT DAWSON.

We replied as follows, having sent off the telegram referred to in this letter:—

Shanghai, 3rd January, 1905.

T. L. Dawson, Esq., Weihaiwei.

Dear Sir,—After carefully studying your letters of the 21st ult. to the Chairman, and 22nd ult. to the Board of Directors, we have decided to send you the following cable, and which we now confirm:—

"In consequence of, in reference to your letter dated 21st, in reference to your letter dated 22nd, Cancel our letter of the 9th, Duff to replace you, Directors."

From it you will have already gathered that, having succeeded in persuading Mr. Duff to proceed to the Mine to take entire charge of the Company's property, which he will assume on his arrival, it consequently remains for you to decide when you leave.

We have decided to take this course, as it is evident from your letter to us of the 22nd ult. that you have quite lost faith in the Mine, and such being the case, it is not in the interests of the Company that your agreement be renewed. You will therefore be paid off in accordance with your old agreement as soon as you reach Shanghai. We of course expect you to remain long enough to close up all the accounts for December, make up your Annual Report, etc., etc.

On Mr. Duff assuming charge, you will cease drawing further drafts.—Yours faithfully,

For the Weihaiwei Gold Mining Co., Ltd.
(Signed) M. WOLFF }
do. J. M. YOUNG } Directors.
do. W. DOBIE }

Another letter from Mr. Dawson, dated the 22nd Dec. after referring to other matters, goes on:—

Weihaiwei, 22nd December, 1904.

The Board of Directors, Shanghai.

EXTRACT.

The South face is, and was when Mr. Duff left, in good ore of greater width than the drift; but, apart from the fact that my Reports have clearly shown it, it is visible to the eye that width and grade are not maintained to the 100' where it is split into two portions. The face of the North drift at the end of last month showed practically no ore, and though it has made again since, it does not look good and the developments at the 100', in the main tunnel, the first winze North in that tunnel, and in the intermediate drifts from the bottom of that winze prove conclusively that little, if any more, pay ore can be looked for in the North intermediate (40') drift.

(3) The 100' level and below I cannot understand the phrase "the improvement of the assays at the lower levels." The assays certainly show a lower grade of ore at the 100' level than at surface, while the width of the ore, of which all mention is omitted, is also less. The main shaft from the 100' to the point at which it was stopped was sunk in practically barren quartz. The North drives in both the East and West lodes have been stopped for some time as the faces were barren. The South drive on the East lode has shown fairly well so far, and looked decidedly encouraging at the end of last month, but the good ore seems, since, to have cut off against a wall and the rise put up shows that the ore does not extend to surface, though it may go down, and sinking on it will be undertaken as soon as possible.

100' Level West South.—The assays (165; 189; to 190; 194 to 201; and No. 222) do not show the improvement spoken of. The high values being all from a small stringer on the hanging wall or West split. The winze below the 10' on the West lode was suspended last month as the bottom was in barren rock. The drift South from the bottom of that winze snowed signs of improvement, but we are not able to go on with it at present, as stoping is going on immediately above it. The assays in the winze from surface to the 100'; both those taken by Pak and assayed by me, and those taken by Mr. Verschoyle and assayed by Mr. Wolff, certainly appeared to warrant expectations which the falling away in values and size on either side of the winze, and at the 100' level have falsified. This is one of the chances of mining, but it is no use burking the facts, and it is only by a frank recognition of them, and by shaping the policy of the future in accordance with them prosperit ycan be looked for. It is abundantly clear now that the development work done has not opened up a sufficient quantity of ore to place the mine so far ahead of the mill as enable ore extraction to be carried on in the cheapest and most profitable way. I think it possible that the mill can be kept going and paying expenses for three months longer, though Mr. Verschoyle, in whom I have great confidence, thinks this figure too high. It is, however, in view of the nature of the lode, a difficult matter to judge with any pretension to accuracy, but I am quite sure that the ore can eventually be extracted at a greater profit, if you follow the course which I am about to suggest, and which I am firmly convinced is the only right one. That is to shut down the mill, discharge all the staff except Mr. Verschoyle, and let him have full charge and develop the Mine to the South for, say, nine months, driving the 100' level to connect with the bottom of the winze now being sunk just South of the mill, and sinking on any good chute found in the course of that work. Mr. Verschoyle can do his own assaying, and I think that you can place full confidence in his ability and judgment. It is very improbable that the chute now being worked is the only one, and, as far as indications go, the direction in which there is most probability of opening up further ore bodies is the one which I have indicated. The expenditure would not, I think, exceed $1,000 Mex. per month, as there are abundant stocks on hand. This advice must, I fear, be most unpalatable, but I would earnestly ask you to give it the fullest consideration. Miau, the native who first brought this mine to our notice, says that there are old workings on a more extensive scale seven li from the City, and if you adopt the policy which I suggest it might be as well, if the story proves true, to put Pak to do a month's work there, and let Verschoyle decide whether to carry on or not.

I remain, Dear Sirs,
Yours faithfully,
(Signed). T. LAUNCELOT DAWSON.

After receiving these letters, as I said before, we had a Board meeting, at which Mr. Duff was present, and we sent off the letter and telegram I have already read. In the letter I have just read Mr. Dawson said he had plenty of supplies to carry on with, but we have now received a telegram saying that drill steel is urgently needed. Yesterday we received two letters dated the 6th inst. Mr. Dawson said the Board's letter of the 3rd was to hand and that their instructions would be carried out in whatever way was most convenient to Mr. Duff. There was one point in which he could assure them they were mistaken and that was when they said he had lost confidence in the mine. He had not done so, but he did think that a period of development was essential. When Mr. Duff took charge he would do all in his power to assist him. (Applause.) The second thing is draft 83, on sight, dated the 4th, for $800 in favour of Messrs. Lavers and Clark, to be placed at the credit of explosives account. Not having any money we have not accepted that draft. (Laughter.) As regards the position we stand in now: $20,000 worth of debentures were offered, and of these $16 800 worth were taken up. $2,074 37 now remains. The bullion was shipped to Osaka, where they have given us 75 per cent of the value, that is, $5,500. We have therefore to our credit $5,574.37, and we own about $6,300 for outstanding bills.

A Shareholder—What bills?

The Chairman commenced to read out the accounts, but did not get through them.

The Chairman—$3,000 which the Bank would not give us went to the overdraft account. You must remember that when the money was subscribed we had a very large number of November bills to pay.

A Shareholder—We were not told; we did not know we owed so much money as that.

Mr. Morriss—What are the monthly expenses?

The Chairman—About $10,000.

Mr. Morriss—What were the receipts last month?

The Chairman—There were no receipts at all. (Laughter.)

Mr. Morriss—What is the value of last month's output?

The Chairman—About $4,800.

Mr. Morriss—What does it amount to, concentrates and everything?

The Chairman—The concentrates for November amounted to 36.7 tons, which Mr. Dawson valued at £431. 1s.

The Chairman then read the following letter:—

Weihaiwei, 22nd December, 1904.

The Board of Directors,
Shanghai.

Dear Sirs,—The production of amalgam up to and including the 30th is 583 seven-tenths oz. against 475 four-tenths for the corresponding period in November. Of this 290 ozs. were produced in the nine days ending 20th. This is from the apron plates only.

Concentrates produced up to and including 21st, 108,324 lbs., less 15% moisture=92,075½=45 tons.

The average value for the first two weeks was gold 1 oz. 17 dwts., silver 14 ozs. 3 dwts. The product of the third week has not yet been assayed. The average daily output since the 13th has been two tons 192 lbs. dry weight.

I remain, Dear Sirs,
Yours faithfully,
(Signed) T. Launcelot Dawson.

Mr. Morriss—What is the total value?

Chairman—We cannot say; we do not know what it is going to cost us to ship the concentrates. We have altogether about £400 and Tls. 2,000 worth, but if we get half of that we are lucky. We have to put it in bags. (Laughter.)

Mr. Morriss—Then roughly speaking the receipts were Tls. 6,000, and the expenditure Tls. 10,000.

The Chairman—$6,300 is owing now. We have a draft which as we cannot meet it we have not accepted. We have salaries to pay for January to the staff and all the Chinese employees until we send a telegram stopping the work.

Mr. Moller—You have credit of $5,000 on call.

The Chairman—We owe about $6,000. You forget, gentlemen, that there are the December expenses to pay, and that this is getting on towards the middle of January. According to the agreements we have to pay the passages home of our foreign employees.

A Shareholder—They have not been dismissed yet.

Another Shareholder—Have the directors any scheme to put forward?

The Chairman—Your directors see no possible scheme for carrying on any longer. They propose to call a meeting of shareholders at which voluntary liquidation will be proposed, and they will telegraph to-night to Mr. Duff that the Company is going into liquidation, and that he must shut down the mill and discharge all the employees.

Mr. Speelmann—How do we stand with the International Bank?

The Chairman—They have given up the lien on the property.

Mr. Taylor—I suppose the directors are aware that if they send such a telegram they will have to make arrangements to have a special police force at the mine to prevent the employees from looting.

Mr. Allan—Did the directors know that the mine was not working at a profit at the last meeting?

The Chairman—At the last meeting we had Mr. Duff's letter and thought things were going on better.

Mr. Allan—Has Mr. Duff changed his opinion?

The Chairman—I don't know.

Mr. Taylor—On hearing of the bad report which had come down I wrote up to Mr. Dawson to ask him his candid opinion about the mine.

(Mr. Taylor read Mr. Dawson's report he stated that there was an improvement in the South developments. If the expenditure was cut down he thought the mine should have good prospects before it. Further he said that this month's report was satisfactory and had at least proved that they had a genuine mine.)

Mr. Taylor—I think Mr. Dawson has been perfectly honourable with us. In every mine there is apt to be a set-back. We believe we should be able to pay expenses if we waited, but we believe the mine needs a further period of development. The question is: how is the money to be found? and this is the question we have to decide to-day.

Mr. Speelmann—Has nothing been done with regard to the petition sent in by the shareholders?

The Chairman—Our secretary told us that the cost of reconstruction would be at least a thousand taels, that is to say, the fees we would have to pay in Hongkong.

Mr. Speelmann—Have these to be paid before we have a meeting? This petition was sent in immediately after the last meeting.

Mr. Moller—In my opinion, gentlemen, the Company has been run in an absurd fashion (applause). The manager has been dismissed for giving his honest opinion. I propose that the directors resign, and that we elect new directors. That we re-construct the company with $20 paid up and a call of $2. That we reappoint Mr. Dawson manager. His opinion has been very honest and we should follow it.

Mr. Taylor—It is an unfortunate thing that we cannot do that without going into liquidation, and meanwhile we have to find the money.

The Chairman—With regard to what Mr. Moller has said the directors are perfectly prepared to resign. Mr. Macleod says that if you decide what directors you want, you can appoint them at this meeting. Reconstruction will take about a month.

Mr. Moller—You said that a fortnight ago. If you had taken steps then the matter would have been half through by now. I think the new directors should be Messrs. Cooper, Heffer, and Burkhardt.

Mr. Taylor—I, by the rules of my service, cannot serve. Mr. Burkhardt declines.

Mr. J. Jones—We have many mines and places to work. We have far better and larger property than that upon which we are working, but yet we are to chuck the whole show because we are not doing so well as we expected to do after two months. We have property and pay taxes on about fifteen mines. There is property there that could be worked with a pick and shovel.

The Chairman—Only a small portion of Tiger Hill is within British territory. Mr. Ramsay learns from the native papers that a native company with a capital of Tls. 4,000 is being started to work it, and that the Governor of Shantung is to take half of these shares.

Mr. Jones—We have bought our land and have the title deeds for it.

Mr. Moller—Will Mr. Macleod tell us how we can liquidate; and how much it will cost us to construct a new company with the assets of the old company?

Mr. Macleod—It will take a month to pass a resolution to reconstruct, and about a fortnight to reconstruct, and it will cost about Tls. 1,000. It will take six weeks altogether. You cannot pass a resolution to liquidate and sell to a new company in under a month.

Mr. Jones—Does your letter state who the Governor of Shantung is?

The Chairman—No.

Mr. Jones—Of course, there is no Governor of Shantung at present.

A Shareholder—The directors should pay us Tls. 50,000 for the property. They got us into this mess and they should get us out of it.

Mr. Young—I beg to deny that.

Mr. Moller—Do we change directors before we go into liquidation?

Mr. Macleod—The liquidator takes the place of the directors for the time being.

Mr. Moller—I propose voluntary liquidation.

The Chairman—Mr. Macleod suggests that we should send a telegram to the effect: "Preliminary to reconstruction, company will be put in liquidation, shut down, discharge entire force. Keep Verschoyle in charge of property until further notice." That is the man Mr. Dawson recommended us to keep.

Mr. Speelman—Who will pay his wages?

Chairman—I suppose the debenture-holders would be willing to pay some one to look after their property.

Mr. Moller—Is it not possible to get a second expert opinion on the value of the mine?

The Chairman—We had thought of that. Mr. Duff on the 1st January went to see Mr. Broad, who is an authority on mines and is adviser to the Chinese Government on mining regulations.

He replied that by the terms of his agreement he could not undertake the task without special permission from H. E. Sheng Kung-pao. The following morning I wrote and asked him if he could obtain this permission and so far we have no reply. I saw Mr Broad and he told me that he had been so busy lately that his interpreter had only just been able to translate the letter to send in to H. E.

Mr. Allan—At the last meeting you said that $12,000 would be sufficient to carry on the company until next month's receipts.

The Chairman—I believe Mr. Taylor said so.

Mr. Allan—You did not contradict it, so I presume you thought so too. You asked us to come forward and subscribe that amount. Had the directors any idea then that we should require more than that?

The Chairman—No.

Mr. Allan—How is it then that you did not tell us then? I am sure you could have got more if you had wanted it. Now, you come forward again.

Mr. Young—The proposition before the last meeting asked for $100,000, of which $50,000 should be subscribed as soon as possible. The first day produced $12,000 and we only obtained $4,000 more. I think that having asked for $50,000 showed that we thought we should require more than $12 000 to carry on. Moreover we had no idea we should obtain such an unfavourable report.

Mr. Allan—When did the directors know that they wanted $100,000?

The Chairman—Before last meeting.

Mr. Allan—Why did you not offer shares at $25 to $30? You never came forward and said you wanted to sell them. We are justified in saying you should have come forward. My firm would been pleased to have taken 2,000 and that would have given you the $50,000. That would have been enough to carry on with.

Mr. Taylor—The sum of $12,000 was proposed to me. I beg to state that I urged Mr. Wolf to get more. Mr. Wolf said no. I began to argue with him personally and he said he could not listen to me. I told him he would have to listen or I would call a meeting. He then went out of the room.

Mr. Speelmann—The chairman told me he was feeding the market.

The Chairman—I should have liked to have done so.

Mr. Taylor—If the preference money had been called up I think we should have had $30,000.

Mr. A. E. Jones—I offered to pay for my preference shares and the offer was refused.

Mr. Allan—I sold shares only a short time ago. Had the directors said they had any more shares I should have been only too glad to take them. You said last meeting that it would have caused a panic or something of the sort. I have bought 1,500 shares myself in two days and I should have been glad to have taken them from the company had I known that they had them.

Mr. Speelmann—Did the directors come to any arrangement with the brokers about the shares?

The Chairman—No. Now what is to be done? We propose to shut down (laughter).

Mr. Allan—What is the position of the company? What money do we owe, what are our liabilities, everything?

The Chairman—The concentrates are not worth counting.

Mr. Allan—Surely you have some idea of what they are worth.

The Chairman—Well, say, £700. We cannot avail ourselves of that.

Mr. Allan—What would you sell them to me for supposing I was to buy them to-morrow?

The Chairman—$7,000.

Mr. Allan—Put them down then at $7,000. I am not making an offer for them. What else have you that you can realise upon?

The Chairman—I told you we could not realise upon them.

Mr. Shewan—To what extent are we insolvent?

Mr. Speelmann—Can't the secretary tell us anything?

The Chairman—We have $5,500 and bills for $6,300.

Mr. Allan—But the concentrates?

The Chairman—The concentrates are not available.

Mr. N. E. B. Ezra—Might I suggest that as there seems to be a general misunderstanding, half-a-dozen gentlemen here be appointed as a sub-committee to report to us to-morrow on the state of the accounts. I mean then that no telegram should be sent until to-morrow.

Mr. Hunt—I don't think any further measures as to stopping the work should be taken without the consent of the shareholders.

Mr. Allan—I understand you to say that we owe about $6,300?

Chairman—We have bills for that amount which require payment.

Mr. Allan—We have in the bank about $5,000. We owe up to (say) the 15th January, so we owe practically half a month. (say) $5,000. We owe roughly therefore about $11,000 on the 15th of this month. We have $5,000 to meet it, besides the concentrates (laughter), whatever they are worth. We also have a 25% margin on the gold bar shipped.

The Chairman—We were advanced $3,500 so we ought to get $1,200

Mr. Allan—Suppose we value the concentrates at $3,000. It is only a question of bagging and shipping them to get our money. We practically owe $6,000.

The Chairman—I think we owe a great deal more than $6,000. (Laughter). It is all very well to talk about half a month. We should reckon at the end of the month. Mr. Dawson, if you take his advice, will keep one man up there only.

Mr. Allan—We don't propose to take Mr. Dawson's advice. We want some money. We got $12,000. Perhaps if you want it you can get the money here. Where is this money that we got at the last meeting?

The Chairman handed Mr. Allan a statement of account showing how it had been spent.

The Chairman—If we are going on we must send up some drill steel. It was mentioned as coming in, but had not come in at the last meeting. It was now come, but I told Mr. Holliday that he had better not send it up until after this meeting, as it was no good his coming in as a creditor.

Mr. Sullivan—Are we solvent? I would suggest that Messrs. Allan, McMurtrie, and Moller be appointed a sub-committee to report whether we are or not, and to report at once.

The Chairman—Mr. Cunningham says you can go and see the books at the office when you like. When we are to have your report?

Mr. Allan—Can we take the books away.

The Chairman—As shareholders I see no objection to your doing so.

Mr. Geary Gardner—I don't think they should be taken away.

Mr. Sullivan—I want to propose my resolution. It is seconded by Mr. A. E. Jones.

The Chairman—I may tell you, as I do not know whether you understand it or not, that Mr. Dawson is no longer manager of the mine.

Mr. Ezra—Then the sooner he is reinstated the better.—*N. C. D. News.*

Mr. Taylor—Did Mr. Heffer approve of Mr. Dawson's dismissal? Is it a fact that he is not a member of the Board now because of that?

The Chairman—He was not present at the Board meeting. He thought Dawson was one day one thing and one day another. He told me afterwards that he did not approve of his dismissal. You disapproved of it, but I did not do it off my own bat. It was agreed upon at a Board meeting, and the letter sent is signed by all the directors. Mr. Dawson's agreement was up, you must remember, and he was writing about a renewal of it. We suggested certain terms which he did not think were good enough. He wanted us to pay his passage home and that of his wife and children and one servant and a month's salary after he had left. He offered him £600 a year for his new agreement, which did away with the payment of passage. He now says he wishes to leave and recommends that Mr. Verschoyle be left in charge.

Mr. Ezra—Who is in charge of the mine now?

The Chairman—Mr. Duff.

Mr. Taylor—Then Mr. Molff informed me that this important letter had come down I recommended him not to send up Mr. Duff along in case he and Mr. Dawson disagreed, when it would be very awkward. I asked him not to call this meeting but to call a meeting for reconstruction. If the reports were unfavourable we should then have known what to do. Mr. Wolff insisted upon calling this meeting.

The motion for the appointment of the sub-committee to go into the accounts was put to the meeting and carried nem. dis.

Mr. Hunt—I recommend that no telegram be sent and no steps taken until this committee has reported.

The Chairman—If you object to it I won't send the telegram. I don't know who is going to pay the expense the whole time Mr. Cunningham now inf rms me that he has had too much work to do and that the books are not up to date (Laughter).

Mr. Hunt—If the books are not up to date you cannot say whether the Company is solvent or insolvent.

Mr. Speelmann—If the sub-committee cannot report in the matter we might send Mr. Moller up to the mine to report from there.

Mr. Ezra—Do I understand that the books are quite inaccessible?

The Chairman—No.

Mr. Macleod—It is only a question of entering one or two things which have not been done. The sub-committee can have everything they want.

The Chairman—If you can't have the books you can have the vouchers.

Mr. Sullivan—We are told we are insolvent, and you cannot prove it.

Mr. Speelman—I understand Mr. Moller is ready to go up to the mine and report to the shareholders if they only pay his expenses there and back. He does not want any fees.

The Chairman—If the shareholders are willing he can certainly do so. It is only a forty-tael fare.

A Shareholder—What about his food?

The Chairman—He can get that at the mine.

Mr. Morriss seconded this proposal.

The Chairman—It is proposed to accept Mr. A. Moller's offer to inspect the mine in conjunction with Mr. Duff and report by wire. The shareholders to pay Mr. Moller's expenses.

Mr. Speelman proposed this and Mr. H. Morriss seconded it. On being put to the meeting it was carried nem. dis.

Mr. Moller—I must have a letter giving me full power to go into the matter when I reach the mine.

Mr. Young—I should just like to remark that we do not wish to withhold anything from Mr. Moller. We will do everything in our power to further the wishes of the shareholders generally, and if any feasible scheme is proposed we be shall only too delighted to see it carried through. W are prepared to resign and to meet you in very possible way. (Hear! hear!)

Mr. Carmichael—Is it not possible that Mr. Dawson could be reinstated to the extent of his agreement in February so as to consult with Mr. Moller when he goes up? It seems to me that he has simply been discharged for giving an honest opinion. I know the mine myself, I was up there in 1895. We have very valuable property there. I don't know how we came to be short of capital. It seems to me that you started without any money. I want to advise you about those concentrates. What is the particular difficulty in realising upon them?

The Chairman—Where are we to send them to?

Mr. Carmichael—Why not send them to Shanghai? Perhaps Major Bros. would take them.

The Chairman—We will have a bag sent down if you think so.

The Chairman then had a conversation on the subject with Mr. Carmichael.

Mr. Hunt—I propose that the directors take no steps in the matter of shutting down the mine or sending any telegrams to the manager of the mine with this object without the sanction of the shareholders.

This was seconded by Mr. Allan and carried nem dis.

Mr. E. T. Byrne—If the mine is liquidated do the debenture holders get all the property?

The Chairman—That would be a legal question. I understand they are first paid off all they have advanced and their interest. The rest goes to the creditors and then to the shareholders.

Mr. Speelman—Who will pay the debenture holders?

The Chairman—They will be paid when the property is realised upon.

Mr. Hunt—How about the preference shares?

The Chairman—They have a five per cent. dividend and after that share with the other shareholders

Mr. Moller—Is there any likelihood of Mr. Dawson leaving before I get to the mine? He should be telegraphed to if there is. Mr. Dawson is much more important to me than Mr. Duff because he is working there at the mine.

The Chairman—I don't think he is likely to come down. He has not mentioned it.

Mr. Moller—It may be five days before I can get up there. You had better send a telegram.

The Chairman—We will telegraph to him to await your arrival.

Mr. Taylor—I think it would be well for the directors to put a notice in the papers calling a meeting for reconstruction, I don't think we had better lose any more time, or is the meeting simply to consider any proposal for reconstruction?

Mr. Macleod—Is there any specific proposal for reconstruction.

Mr. Taylor—Can we pass the resolution without stating beforehand what the resolution will be?

Mr. Macleod—If you say you are going to sell to a new company that can be put into the notice.

The Chairman—With $25 shares suppose.

Mr. Taylor—I don't thing there is any necessity to propose a resolution.

Mr. A. E. Jones—We have put it as a suggestion, but it ought to be a requisition.

Mr. Macleod—It had better go in as from the directors.

The Chairman—Have you decided among yourselves what directors you want to appoint?

Mr. Macleod—There is no reason why the next meeting should not consider the appointment of directors.

The meeting then terminated.—*N. C. D. News.*

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

INTERESTING LECTURE ON MUSKETRY.

19th inst.

An interesting lecture on Musketry and, in particular, the use of the Lee Enfield rifle was given at the City Hall Library, yesterday evening, under the auspices of the above Association, the lecturer being Colour Sergeant Bullock of the Royal West Kent Regiment.

Sir Henry S. Berkeley took the chair, and amongst the fairly large attendance present were H.E. the Governor (Sir Matthew Nathan), Hon. Mr. E. H. Sharp, K.C., Hon. Capt. W. Barnes-Lawrence, Messrs. R. A. B. Ponsonby, E. A. Hewett, W. Danby, H. W. Robertson, S. Mackenzie, W. B. Trenchard Davies (Honorary Secretary).

The Chairman, after briefly introducing the lecturer, made a few general remarks upon the progress of the Association, and said it would please them to hear that they now numbered 120 members. They had recently appointed a sub-committee to see if it was possible to acquire a range at the Peak. Plans had been drawn and submitted to His Excellency, who had laid them before the General, and they hoped he would be able to see his way to approve them. If that approval was acquired it would be of the greatest service to the efficiency of the Corps. They did not propose that the range should be kept for only people at the Peak. The range would be about five minutes' walk of what was known as "topside tram station" and would be quite as convenient for people living below. He might inform the members present that the General at the request of the Governor had placed forty good rifles in the Volunteer armoury for their use. In two weeks the Commandant of the Volunteers expected a shipment of the latest pattern rifles, and as forty of these were to be placed at the disposal of the Reserve, they would then be able to shoot the Volunteers. He was now able to announce that all members desirous of purchasing their own rifles would be permitted to do so. (Applause).

Colour Sergeant Bullock then commenced his lecture, which was admirably illustrated by diagrams In the course of his remarks he dwelt upon the importance of carefully studying the minor points of a rifle, and said that, by doing so, the larger points would speedily manifest themselves. He went on to describe at some length elevation, drift, heated barrels, how to correctly sight, wind, temperature etc., on each of which points he gave a number of most valu ble hints, giving his reasons in the most lucid and effective manner. At the close the Sergent was applauded.

The Chairman, in proposing a vote of thanks to the lecturer, said that when he came there, he anticipated hearing something good, but although he had heard many lecturers in his time he could say, without flattery, that he had rarely heard a lecturer with a greater grasp of his subject, or ability to impart instruction to others than had been exhibited that evening by the Colour Sergeant.

The vote having been cordially accorded and acknowledged,

H.E. the Governor proposed a vote of thanks to the Chairman, to whose energy, coupled with the energy of the Secretary, so much of the success of the Association was due, and but for whose efforts the Association would not have made such strides.

The Chairman said they were not a mutual admiration society, but the truth was great and must preval. If it was true that something of the progress of the Association was due to himself, and the honorary secretary, they would never forget that the Association itself was due to His Excellency the Governor. (Applause).

SAILORS' AND SOLDIERS' HOME.

CONCERT AT THE CITY HALL.

16th inst.

The admirable band of H.I.G.M.S. *First Bismarck* gave a most successful concert of high class music at the City Hall on Saturday evening, in aid of the funds of the Sailors' and Soldiers' Home. Considering the object of the entertainment, and the reputation of the orchestra, which is so ably conducted by Habshoboist G. Stolle it is regrettable that there was such a poor attendance, for the performance was probably the very best of the successful series of concerts given in Hongkong under the same auspices. The audience, however, small as it was, had come to listen, and every bar and note was followed with rapt attention.

The programme was as follows:—

PART I.

Overture ....."Raymond" .....A. Thomas.
Introduction "König Manfred" V. Act Keicecke.
Fantasie ....."Traviata" .....Verdi.
Steerman's Song and Chorus of Sailors "Flying Dutchman".....Wagner.

PART II.

Overture ....."Don Juan" .....Mozart.
(*a*) "Smart very smart" ... .Gillet.
(*b*) Entr'act....."Mignon" ... .Thomas.
(String-Quartetts.)
Grand Fantasie "Lohengrin" .....Wagner.
(By Request.)
(*a*) Marches {"Highland Laddie." "British Grenadiers."
(*b*) Fehrbelliner Reitermarsch
Trumpet Fanfare .....Henrion.

The opening item, with its delicious *leit motif*, was rendered in really exquisite style, as was also the somewhat dirge-like introduction to the fifth act of *Manfred*. In response to the enthusiastic plaudits of the audience both the fantasia and airs from *Traviata*, and the entr'acte from *Mignon* had to be repeated. The latter, arranged as a string quartette, was treated in the most expressive and appealing manner. It was preceded by a dainty morceau, "Smart very smart" for muted strings, and this proved one of the titbits of the evening. A grand fantasia on *Lohengrin* (by Request) was given with all the vigour and passion the piece demands. The programme concluded with a trumpet fanfare given in regular military fashion. Though novel and striking, there was just a little too much blare. The concert was really a great musical treat, and we hope that the next time the orchestra ventures on the Hongkong concert platform its undoubted merits will meet with a greater share of public recognition.

LAND AT YAUMATI AND HOK UN.

A large area of land at Yaumati is to be sold by public auction at the offices of the P.W.D. on the 30th inst., when, by order of H.E. the Governor, Kowloon Marine Lot, No. 87, will be brought under the auctioneer's hammer. The lot comprises 145,350 square feet and carries with it a Crown rent of $1,668. The upset price is $72,676, and the purchaser of the lot will have to expend on the property within 36 months of the date of sale a sum of not less than $50,000 in rateable improvements. A large area will have to be reclaimed by the successful bidder, who will also be called upon to erect a protecting sea wall and other works.

Upwards of 4,000 square feet of land at Hok Un, adjoining Kowloon Inland Lot No. 635, and registered as Kowloon Inland Lot No. 1163, will also be offered for sale at public auction the same day. The annual rent is $24, and the upset price $1,715.

FAREWELL BALL

ON BOARD H.M.S. "VENGEANCE."

A BRILLIANT FUNCTION.

18th inst.

The officers' farewell ball was held on board H.M.S. *Vengeance* last night, previous to her leaving the station to pay off. The quarter-deck of this battleship was transformed from the usual businesslike frown of big guns to a veritable fairyland. The turret especially lending itself to the ingenious decorative fancy of her officers. Palms, ferns, and creepers were tastefully arranged around the shining slope of the turret, while flags were arranged with studied carelessness that greatly added to the effectiveness and contrast of colours. Peeping out from between green leaves and gaily coloured flags, could be caught the gleam of highly polished brass stanchions, and the glint of steel from the muzzles of big guns. The sighting gun mounted on top paired by a brass maxim flashed back reflections of electric light. Below the muzzles was displayed a torpedo in a prominent position, two diving suits fully equipped with helmets containing masks to represent the men inside, were pumped up with air and stood one on each side of the hatchway, looking like two huge submarine monsters, drawn up to their full height of 6 ft. 6 inches. Many fancy stars and shields were made of swords, cutlasses, bayonets and middies' dirks, hung in conspicuous positions; revolvers, utilized as electric light holders, showing to what various decorative uses weapons of war may be put. On the left gangway going forward were tables arranged with light refreshments, while the opposite side held a series of nooks and corners effectually taking the place of a conservatory for those inclined to sit out a dance. Searchlights from the ship were played on the landing stage ashore, to light the embarking of the guests on the steam boats supplied.

Among the guests present were His Excellency The Governor, Rear-Admiral the Hon. A. G. Curzon-Howe, Admiral Sir G. H. Noel, Commodore Dickens, officers of the Fleet and Garrison accompanied by their wives. A charming programme was rendered by the Band of the ship under the conductorship of Signor Carlo Guidotti, Bandmaster and consisted of twenty-one items. Dancing was kept up until two o'clock this morning. Everything went well, with the success that always attends the efforts of our Navy, and the officers of H.M.S. *Vengeance* are to be highly complimented on the ingenious way they devised and carried to such a successful issue their Farewell Ball, pronounced by one and all who were fortunate enough to be present to be one of the most brilliant functions of the kind this season.

ARMED ROBBERY.

18th inst.

It was but yesterday that we recorded an attempt at armed robbery in the New Territory, and to-day we have to note a similar, but in this case successful, occurrence nearer home. In this instance, it appears that two men armed with daggers, at about six o'clock last evening, entered No. 24 Eastern Street, West Point, and going up to the second floor where there were three women alone, the robbers secured the women, tied them up, and then, having gagged them, proceeded to ransack the place. They broke open a box and looted the contents consisting of clothing, and then stripped the woman of all their jewellery and valuables, securing booty to the value of $90 or $100. Finding nothing more to take they decamped, leaving the frightened women still tied up, and gagged. One of them, however, managed to gether gag off, and her cries soon attracted a *lukong*, but the men had got clean away, leaving no trace, and up to the present no arrests have been made.

CANTON NOTES.

PIRACY AT WHAMPOA.

[*From Our Own Correspondent.*]

Canton, 18th January.

Report of piracy on the river comes almost daily to hand. On Thursday last a gang of robbers visited several of the small craft around Whampoa, and the lightkeeper at the barrier, having witnessed their nefarious deed, was taken, with his son, in his own boat and put ashore about two miles from the barrier. They lost their clothes, boat, etc, but walked into Whampoa Station and reported the matter to the authorities who have commenced a search for the marauders. The frequent piracies on the river are a serious menace to the local shipping, and the Chinese authorities, beyond sending a guard-boat to the pirated locality, seem to sit still. Only when pressure is brought to bear do they sometimes compensate the unfortunate victims, the funds for which are generally, if not always, squeezed from the nearest, or surrounding, villages on the plea that the miscreants must have come from the locality in which the crime was committed.

WHOLESALE KIDNAPPING.

News has also reached me of another piracy, this time coupled with wholesale kidnapping. On Sunday night a gang of pirates visited the flower boats, anchored some distance east of the Electric Light works belonging to Messrs. Shewan Tomes & Co., and after making off with their booty returned again in a small junk, about 1.30 a.m. on Monday just after the revellers had nearly all left, and pulled alongside one of the boats used as a dwelling for the girls who are permanently situated there. Here they seemed not to care for loot, but gagged and bound all the girls in the boat, numbering nine and marched them down to their boat and decamped. Such wholesale kidnapping has never been known in Canton before.

The culprits have made good their escape and it is not even known in what direction they decamped. Up to the present nothing has been heard of them, but the police authorities expect the owners or parents of the girls will receive demands for ransoms.

KWANGSI REBELLION.

From private letters to merchants in this city and reports generally from Chinese sources, the rebellion in Kwangsi Province although *not entirely* quashed has received a severe check and no large bands of rebels are now making any effort against the Imperial troops. The Viceroy is still in Wuchow directing any necessary operations, but is expected to return to Canton before the China New Year If further evidence is required that things are coming to a satisfactory end it is the return of large members of Imperial troops from the disturbed district. Most steamers leaving Wuchow bring two or three hundred of these "braves."

ANOTHER DISTURBANCE.

The bunding, reference to which has been made in these columns on many occasions, is at last in working order and the contract is being pushed forward as rapidly as possible. On the Fati side of the river operations for filling in have also commenced, and it is at the latter place that a series of strikes and quarrels between the labourers and contractors have taken place. The harbour authorities have ordered all the junks and craft away from the line of reclamation and on Monday they commenced to move the shipping at Fati. The junk men removed their boats, but while several boats loaded with sand commenced to discharge for filling in, the junkmen gathered round and started a disturbance. About 150 boatmen attacked the workmen and some ten shots were fired. The Captain of the Guard at this station returned the fire and followed up the rioters who retreated. One of the ringleaders was captured and a guard was formed over the workers. At 4 p.m. all was quiet and further trouble is not expected.

PROPOSED DRAINAGE SYSTEM.

Visitors to the European settlement at Canton no doubt wonder where the roadways are as wood and matsheds have been erected in the principle thoroughfares, by building contractors who are putting up many new buildings. The whole of the pathways are covered with the material excavated by the Municipal Council in their endeavour to put down drainage. The improvement in the drainage system may be hygienic, but for pedestrians it is dangerous. All drains are open flush drains only covered in at given places, such as crossings of paths, door ways, &c; these drains run alongside residences and fumes may come direct to your rooms, and, dark nights, although the drains are partly railed in, one may very easily come by accident into the open work through which the drainage is supposed to run. Buildings are being run up on every available space and rents are enormously high. House accommodation is a serious question owing to the increased European population; many Europeans at present are forced to live in Chinese houses on the island of Honam opposite the Settlement of Shamien.

THE HIGH COMMISSIONER.

The China Merchants' S. N. Co.'s steamer *Anping* arrived in port this a.m. at 11 o'clock with H.E. Tong Shiu Yi, special Imperial High Commissioner to Lhassa, and suite on board. He was received by a large party of officials. The ship was decorated and was accorded the usual military salutes from Honam and Macao forts as she steamed into the Back Reach. H.E. is expected to remain here about twenty days and will receive his last cable instructions from the throne. He is collecting numerous presents for distribution on his tour. H.E. Tong Shiu Yi was managing director of the China Merchants' Steam Navigation Co. and still holds large interests in this company.

THE ALHAMBRA CASE.

Shanghai, 7th January.

Before Major Nerazzini, Consul General, and Com. E. GHISI and Mr. G. DE MARTINO, Assessors.

S. Silvestro was charged with allowing public gambling to be carried on in the premises of the Alhambra Hotel on the 20th and the 26th November and further with being a menace to the peace and good order of the Settlements.

JUDGMENT.

In the name of His Majesty King Victor Emanuel, by grace of God, and will of the nation, King of Italy. The Italian Consular Court of Shanghai, composed of Major Nerazzini, Consul-General, President, and Com. E Ghisi and Mr. G. de Martino, Assessors, with the assistance of the acting Chancellor, Mr. G. A. Favilla. Hearing of the 7th January, 1905, of the criminal case against the Italian subject Silvestro, accused of having allowed hazardous gambling to be carried on in a place sub-leased by him, an offence provided for and punishable by Arts. 484 and 487 of the Penal Code.

After hearing the witness for the prosecution, and accused's declaration, and his counsel having had the last word, the Court considers it to be matters of fact:—

That on the 20th and 26th Nov. gambling was carried on in the premises of the Alhambra, constituting a contravention provided for and punished in Article 484 of the Penal Code.

That for some days preceding those mentioned it was proved in the Spanish Court that an agreement existed between a Spanish subject, and the above-mentioned Italian subject, an agreement for the sublease of the first floor of the Alhambra, without making any mention of the purposes for which the premises would be used.

That no evidence has established that the Italian subject Silvestro himself conducted the gambling on the said premises on the evenings of the 20th and 26th Nov. last, or that he was then present among the gamblers.

That during the preliminary enquiry of the present case a similar case has been tried in the German Consular Court and that the Italian Consulate-General has been officially informed of said trial.

That in the German Consular evidence to that given in this Court was given by the officers of the S. M. Police, which has excluded the responsibility of Silvestro, and has determined that all the responsibility thereof was on one Brown, proprietor of the Alhambra, and he consequently was fined Marks 1,000 and 1,200, for allowing gambling to go on on the 20th and 26th November above-mentioned.

Whereas, taking into consideration the declaration made by Silvestro in the Spanish Consular Court, confirmed before the German Consular Court, that since the 22nd December last Silvestro had dissolved the contract for the sublease of the first floor of the Alhambra.

Whereas the strict application of Article 484, et sequitur, of the Italian Penal Code is violated in Shanghai, and opposed by the well-established local customs under which games that according to the Italian Penal Code are punishable as hazardous gambling are here on the contrary allowed and tolerated.

Whereas Article 166 of the Consular law for Italy enacts that in the Italian Consular Courts the laws of Italy will be observed in everything that has not been otherwise provided for by treaty, or local customs.

Whereas, according to the law, none of the articles of the Italian Penal Code concerning the above-named contravention of the 20th and 26th November, 1904, which have been by another Court attributed to another author, can be applied in this case.

The Court has pronounced the following judgment:—

The Italian subject S. Silvestro, son of the late Antonio, born at Bagni d'Lucca in the province of Lucca, 51 years of age, a sculptor by profession, is acquitted of the contravention *attributed to him, and the Court declares* that there is no case against him, although the fictitious contract entered into with the Spanish subject P. Garcia, rescinded by Silvestro, constitutes an act of reprovable immorality, which act is unluckily not contemplated by law, and therefore escapes the rigour of the Code.

The Italian Consular Court to safe guard the respect due to the Italian laws and feeling the necessity of keeping very high the respect of the Italian colony abroad, orders that an ordinance be made and published enacting that all Italian subjects who conduct hazardous gambling in whatsoever place included within the jurisdiction of this Consulate-General will be punished according to Articles 484 et sequitur of the Italian Penal Code, notwithstanding similiar gambling is tolerated or allowed by any other authority in the International Settlements or in any other place included in the limits of this Consular jurisdiction.

Mr. Musso gave notice of appeal against the the last paragraph of this judgment.—*Mercury.*

FORT ARTHUR.

THE SUPPLEMENTARY TERMS OF SURRENDER.

A despatch from General Nogi giving the contents of the Supplementary Terms of Surrender was received by the Imperial Headquarters on the afternoon of the 4th. The Supplement is as follows:—

Art. 1.—The following Committees shall be appointed by the Japanese and Russian Armies for the carrying out of the terms:—

A Committee with respect to Art. 6.

A Committee in connection with the transfer of forts, batteries, arms, and ammunitions.

A Committee for the transfer of warships and other vessels.

A Committee for transfer of articles with regard to which investigations have to be made.

A Committee to take measures with regard to mines and other dangerous matters.

Committees for Arts. 8, 9, and 10.

Art. 2.—All the Committees appointed will assemble at the entrance of the city, at the northern fort of Baiyuishan, at noon on the 3rd, and shall commence work at once.

Art. 3.—All the Russian military and naval forces shall assemble in accordance with orders to be issued by the Japanese, the officers and officials retaining their swords, but all others being disarmed. The vanguard of the Russian forces shall arrive at the appointed place, east of Yahutsui, by 9 a.m. on the 5th. They shall be under the control of the Committee mentioned in Art. 8. All of them shall be provided with food for one day.

Art. 4.—All the Russian officials not belonging to either Army or Navy shall accompany the forces, and shall be formed into groups according to the departments to which they belong.

Those officials who have not taken part in the fighting as Volunteers shall be released, without being required to take any oath.

Art. 5.—The responsible officers and non-commissioned officers shall remain at the forts, batteries, buildings, warships, steamers, etc., to which they have been attached, until these have been transferred to the Japanese. These officers shall be provided with badges by the Japanese.

Art. 6.—Any of the Russian officers and officials or troops who decline either to disarm or to go to the places appointed for them, by the 4th, at 9 a.m., shall be dealt with as the Japanese may think proper.

Art. 7.—The articles to be allowed to remain in the possession of officers and officials, in compliance with Art. 7 of the Terms of Surrender, shall be examined by the Japanese, if necessary. The amount of property to be thus allowed shall be as much as can be contained in the willow trunks to be given to them by the Japanese.

Art. 8.—The Russian military and naval hospitals and hospital ships shall be examined by the Japanese and dealt with in accordance with the regulations governing such matters.

Art. 9.—All the civilian inhabitants may be at ease. Those who want to leave the port may take their belongings with them. The families of the officers and military officials who desire to depart will be given the best possible facilities by the Japanese.

Art. 10.—Civilians whose departure is considered necessary by the Japanese shall leave the port at a date to be appointed by the latter.

Art. 11.—The Russian Committee appointed under Art. 10 of the Terms of Surrender shall inform the Japanese of the state of the administration and the accounts relating to the port during the past and at the present time. They shall also hand over the books relating to these matters.

Art. 12.—The Japanese prisoners at Port Arthur shall be handed over to the Japanese Committee mentioned in Art. 1 by 3 p.m. on the 3rd.

RUSSIAN REFUGEES FOR SHANGHAI.

Shanghai has received with considerable dismay the news that a large body of refugees from Port Arthur were likely to invade the Settlement in the course of a day or two, and that already the camp on the French side had been placed at the disposition of those who had charge of these unfortunate participants in the memorable siege. On the 9th inst. however, it was reported that M. Chapsal, agent of the Messageries Maritimes, had made an offer to place at the disposition of the Russian authorities one of the largest of that company's steamers, which would be capable of holding several hundreds of the refugees. Should this offer be accepted and the terms be agreed upon Shanghai would thereby escape from a visitation which cannot be regarded as an unmixed blessing, and not wishing to appear inhospitable towards those who have passed through such a terrible experience, it would appear a boon if they could be at once shipped home in the manner suggested. Temporary accommodation such as the French camp could afford, could not be otherwise than rough, and the persons interested would no doubt prefer to return to their own country with the least possible delay.—*Shanghai Daily Press.*

THE COOLIE TRAFFIC.

We have much pleasure in reproducing below a free translation of a letter received by last mail from South Africa from one of the coolies who enlisted as a Chinese policeman, and who acted in that capacity during the voyage, as well as on his arrival at the mines. The letter, as will be seen, has no intrinsic merit or interest, says the *P. and T. Times*; its value lies wholly in the spontaneous testimony it affords to the excellence of the treatment of the men. We may further state that it has reached us from private sources, quite outside the official agencies.

"I now send you a letter by Durban; if you receive the same, be sure to send a reply. After landing, we had 28 hours in the train and then we arrived safely at the gold mine compound.

"The climate of this place is suitable for us; the English people treat us Chinese very kindly and generously, so do not feel uneasy for me. I inclose a letter of salutation to Chang Wei Chuen which please forward on arrival."

The letter referred to runs as follows:—

"I beg to tell you that on the 7th day of the 8th moon I left Ching Wang Tao in a steamer and arrived at Durban, an English port, on the 6th moon. Everything is satisfactory, so do not feel uneasy about me.

"From Durban we went in a train for 28 hours and then arrived at the gold mines place. The climate is the same as in our own country. The compound is several li in size. There are several tens of mine shafts. We are treated generously and well; the coolies have two meals with rice and one with bread daily.

"If any of our friends wish to come, let them do so; there are no difficulties except the one month in steamer. I hope your family and Kwo Yu Ting, Chang Mung, Hsu Li Hung and others are all well.

"On receipt of this please send to the managers of the grocer's store, Yang Ta and Yang Erh giving my salutations, also to Yang of the Nam Tai Tsu Hospital."

HONGKONG'S LIGHTING.

SOME EARLY HISTORY.

RESULT OF A GOVERNMENT CONCESSION.

When West Point was merely a name, nearly a swamp, and certainly unknown to the majority of the people who then resided in Hongkong, the Hongkong and China Gas Company started building their works there. A firm belief in posterity and a keen recognition of the potentialities of Hongkong were the characteristics of merchants in those days. It must have been a day's journey to that corner of the island when there were no electric cars buzzing along the street, and when people could walk along the centre of the road without dreading instant decapitation should they venture between the line of double rails. As a fact, it is doubtful whether anybody thought the slightest thing about their advantages. Those were leisurely times when all the bronzed "bloods" of the old country could rake in the dollars at a fabulous premium without the slightest exertion. May they come again—and soon. To-day the scene is vastly changed. Even the speedy trolley is incapable of evading those all-prevading odours which permeate the atmosphere along towards the Gasworks. No doubt, the Chinese by selling dried fish are honourable and worthy gentlemen, but they should have a concession all to themselves.

NEW WEST POINT.

Houses and shops have sprung up where once a barren waste existed There are a few, a very few, old-timers who might remember the early days of Hongkong's history, but like all modest people they are reticent. There are no hints from them as to the state of Hongkong when they were piling up fortunes that would have made old Crœsus blind with jealousy. Nor do they say how they discovered West Point. For all that, West Point has grown and flourished. An occasional stranger may take a trip all the way to Kennedy Town, but ask the average resident what "belongs" there. An airy answer that it holds the plague-house is probably all that will be given. Out of pure mischief an *indigéné* has been known to make the trip, but he has confessed afterwards that it was "stale, flat and unprofitable"—that is, if he was no shareholder in the numerous concerns which have been started there. But all this has little to do with the gas works except as a prelude to a story which, from a business point of view, should be as attractive as any drama.

A CANNY SCOT.

In 1862, one of those adventurous Scotsmen, who even now roam the world at large, discovered that Hongkong was without the saving grace of light. The tallow candle and the farthing "dip"—which are not quite identical—furnished an unsatisfactory illumination for the great majority. Indeed, it has been suggested that the rush-light and the cruisie had not gone out of date. But that is probably a libel. In any case, there was nothing better than oil lamps to be found in the Colony, and the natural result was that thieves and burglars and all the scum of the East made Hongkong their habitat and rejoiced exceedingly. It is said that the pirates of the West River found West Point a convenient refuge in the busy season, especially when competition had been over-brisk, just as it is said to-day that there are more pirates at Shaukiwan than there are at Canton. That by the way. At any rate, Mr. Glen—whose son recently visited Hongkong and remaked that he would seriously think of prefixing "Mac," to his name should he be obliged to remain here—saw the possibilities of the place and approached the Government of the Colony on the subject of a concession to light the city of Victoria by gas. Apparently they could do what they liked, could the Government, and without much red-tape they granted the concession and Mr. Glen went to London. In something rather less than no time he had formed a company to which he sold the concession, and the Hongkong and China Gas Company became an accomplished fact. Mr. Glen retained a considerable interest in the Company and he was appointed the first chairman of the directors.

LONDON DIRECTORS.

It would be interesting to learn the terms of that concession which has proved so great a blessing to the Colony. No doubt, after a deal of trouble, it could be unearthed from the Colony's archives, but this is too bustling a period to allow such gropings. The fact remains that once the Company was formed and the concession purchased, work was begun in real earnest. There were no half-hearted measures. No doubt to many of the directors, West Point was a name only; not even a point on the map, but they had implicit faith in their venture, and went ahead *a la* Hooley. Results have justified them and to-day the Hongkong Gasworks is one of the most steadily prosperous concerns in the Colony. It has passed through fair and foul weather; money has been spent like dross; and now the turning-point has been reached when, apparently, all that the shareholders need do is to sit tight and draw their dividends.

"LET THERE BE LIGHT."

Somewhere there are records showing how the first lamp was lighted to the great amazement of the public at such an innovation. In one of his articles, Rudyard Kipling tells the story of a Pathan's first visit to Calcutta. "Were I to write of what I have seen," he says, "all our people would think that I was mad and a liar." And he goes on: "There are lights without oil or wood burning brightly in this city." In another he writes, speaking of an Indian in London: "At night they [the streets] are lit with English lamps, which need no oil, but are fed by wind which burns." If that be a true picture of an Indian's first acquaintance with gas, what, think ye, must have been the Chinaman's when he first came across a gas lamp in Hongkong?

WAS IT VANDALISM?

A dull, gloomy, grime-stained shed, with a suspicion of red-flares and imps beyond stands facing that street where the Gasworks stand, and it bears in exuberant letters the device "Erected in 1864," or words to that effect. We may take it then that the Hongkong Gasworks started operations in that year. A gasworks was a gasworks in those days, and not an architectural phantasy reduced to stone to enlighten the native in artistic conceptions, and furnish food for the Philistine. A plain ordinary building, shapeless, barn-like, useful was the retort-house. It still stands. What the offices were like older residents may know: they are now a heap of ruins. They have given or are giving place to a coal store—there's vandalism for you!—and an elegant range of buildings is being erected on the opposite side of the street where the clerks will be accommodated, and the local secretary and engineer will find breathing space. After forty years, the Hongkong Gasworks has renewed its youth and (without becoming too intensely classical) risen Phœnix-like from the ashes.

WITHIN FIVE YEARS.

The history of the Gasworks to-day is the history of five years. It is the history of Mr. McCubbin. In that period the cubic feet of gas manufactured has nearly doubled; the list of consumers has more than doubled, which is a record that any engineer might be proud of, although Mr. G. McCubbin, the present engineer, counts that a mere nothing compared to the results that are bound to come about shortly. Not only is it the history of the rejuvenation of the Gasworks, but it is also the history of a series of extensions in every department which should in the very near future bring the Hongkong plant—using that word in its broadest sense—up to anything found in a British city of the same population as Hongkong. Something has to be said about the peculiar formation of Hongkong, how with its hills and holes, its peaks and its lowlands, it is one of the most difficult cities in the world to provide with gas illumination; but that will come later among the strange and uncouth details of gas lighting.

"NO ADMISSION."

Probably it is because we all take gas as a sort of natural agency, which has to be paid for periodically, that so few take the trouble to wonder how it is made. It comes from coal, of course; we all know that. And the coal in the grate is throwing off gas by the cartload, if we could only be bothered to catch it. Consequently the Gas Company must be making a fine profit, having nothing to do except to burn coal and watch it burning. Or it may be that the numerous notices about "No Admission except on Business"—which, no doubt, means that you can't get in unless you want to pay the gas bill—has a deterrent effect on the sightseer. But who ever heard of anybody being kept out by such a notice? It is on record that a tramp begged all day in front of a building wearing such a placard and when arrested triumphantly pleaded that he was not on business, but wanted a job which he had not asked for, because business was not in his line—"I'm no Thespian," he said.

ROUND THE GASWORKS.

A stroll round Hongkong Gasworks, notwithstanding all that, is a most informative journey, especially if one secures as guide the engineer, Mr. McCubbin. A representative of the *Hongkong Telegraph* had the good fortune the other day of realising such a desire, and the Dominie's "Prodigious!" expresses somewhat the feeling after seeing the works and the vast improvements which have been made there of recent years.

COAL FROM JAPAN.

It may hardly seem worth while to speak about the coal. The Board Schools have said all there is to say on that subject, but merely as a necessary beginning it may be stated that the coal used by the Hongkong Gas Company comes from Japan, from a place felicitously named Mororan, which is in Yubari. The coal, of course, is landed in junks and the inevitable coolie carries it to the coal sheds. At home one is accustomed to see a spidery Puffing Billy, with a solemn looking individual walking in front, solemnly blowing a whistle, to indicate that the said Billy is dragging some waggon-loads of coals from the railway or the wharf to the gasworks. It is amusing to watch this individual thus carefully setting the public aright, when the engine goes at one and five-eighths of a mile per hour whereas the cars run at ten miles an hour and nobody in front. But to resume. The coolies dump the coal in sheds which seem to be erected all over the place with the special object of storing purposes.

ON ACCOUNT OF THE WAR.

Coal—there is nothing to be seen but coal, at a casual glance. And the reason for that is somewhat curious. It is all on account of the war. Before the war began, a month's supply of coal on hand was thought sufficient to meet the requirements of the Gasworks. Now it is usual to take in a nine months' supply. And the stock is never allowed to fall below a six months' supply, which shows how the war affects everything. The coal is what is termed lump coal, for which a good deal extra is paid than for ordinary coal, but it is the best that Japan can supply for the production of gas.

A CHESSBOARD.

Just outside the retort-house, there is a board with a lot of chess-board rings upon it. Looked at from a distance, it seems as if the King had just accomplished a masterly retreat behind the Queen. The chess-board, however, refers only to the consumption of coal per hour by each retort. All the coal for the retorts is weighed, and the exact amount of gas which that coal should produce is down in black and white. Like everything else, there is apt to be a slight digression from the general rule, but taken all round the average is usually the same, which brings us to the retort-house.

In that shed which was described as old and grimy, although it still wears an air of gayous blue, like a nonagenarian sporting as a nymph, is the old retort-house. It was built when the Company started operations. After all is said and done it is a grimy hole. It contains seven through ovens—that is, the ovens run through a horizontal length of fire-brick piping—and each of those ovens has six through retorts. Briefly, the first stage is this: the coal is weighed, thrown into cylinders something after the shape of a cigarette-maker, and laid on an even layer along the retorts. The gas is driven from the coal by destructive distillation, and the volatile matter in the coal is liberated.

A LA DANTE.

A bell sounded. Listless coolies, who had nothing to do but warm themselves, jumped up with a rush. They dived at the doors of the retorts and a blazing inferno was opened. Hastily shutting the doors, a dense mass of vapour streamed out through the instertices and the whole building was filled with what looked like smoke. A coolie, brandishing a torch, went along to each iron door and planted his torch on the vapour. In a moment it had ignited and the place was ablaze with light. Here was good gas being wasted? "That's gas that is not worth keeping," said the engineer. It was rather a dazzling sight and interrupted the stream of question and answer.

It seems that the coal is supposed to burn for six hours, until all the volatile matter has been got away from it. Then the gases—for we are a long way from the illuminant yet—rise into what is called an ascension pipe, through a hydraulic main, "where the dip pipes are sealed and tarred" to quote the engineer again. This prevents the gas from one retort connecting with the gas of another retort.

The men came forward with long rakes and haulded out the blazing cinders. Those who know anything about poor life at home will remember the old cry, a cry now stilled,—stilled by Act of Parliament—which used to raise its racuous self over streets innumerable—"Ga'as Ci-inders." Here also gas cinders have their value, but a certain percentage is used to feed the fires, so that all is not waste. Under the old system, which is now being described, the gas cinders or coke has to be slaked with water which produces a stifling smell. The result of drawing away this coke, however, is that nothing but gas coal is left. It may be remarked that this scoop, or, as a friend suggested, "cheese-taster," is a great advance on the ordinary method of charging by hand.

AT THE WORKS.

LARGE IMPROVEMENTS PROPOSED.

After all, among the many features of the gasworks which arouse the interest of the visitor there is none to be compared with the retort section. Perhaps because that is on account of the fierce and rampageous character of the retort houses. Perhaps it is due to a lingering love of the doctrine which Calvin preached. Perhaps, and most probably, it is simply explainable by the atrocious scorching heat which singes the eyes-brows of the uninitiated and makes him to wonder if it is not summer every day, with a glimpse of nether regions thrown in for hansel. The old retort house, with all its clinging vapours and fiery darts, has been described in a moderate way, but the new retort house by comparison is a modern gentleman. There is a staging to be reached before you see the new retorts, and they are all as prim and proper as mi'lady. Below the staging is the cinder-house, where all the waste is taken from the grates. The new retort house is only eighteen months old, and it is an up-to-date arrangement. It contains six ovens of eight through retorts. In each oven the coke instead of being hauled out is pulled live into the fire, the benefit being that the coke is not subjected to the process of slaking as under the old system, which has already been described. Better results are thus obtained at less cost.

THE CONDENSERS.

Coming to the condensers a little preliminary talk must be indulged in. The gas, or gases, after coming from the retort house has to pass through a hydraulic main. It is then taken away along what is called a foul main, 18 inches in diameter, and from the foul main it enters the condensers. At present the gas is a mixture of all sorts of volatile matter. From the condensers there is a constant flow of ammoniacal liquor and tar, drawn from the gas. As it enters the condensers the gas has a temperature of 200 degrees, but it is gradually cooled, until it is of the same temperature as the atmosphere. The condensers are made by Morris and Cutler. The next stage is the exhausters. Here an old purifying shed has been converted into an engine house, tiled and fitted up in the most modern fashion. The exhausters not only pull the gas from the retorts and the condensers, but they expel it towards the plant where the gas is treated before it arrives at the gasholders. There is the scrubber washer, the purifier, and the station meter to be passed before the gas arrives at the gasholder.

IN CASE OF FIRE.

In the engine-room there is an exceptionally handy arrangement of appliances for coping with fire The directors at home sent out a fire pump and as there is plenty of water at the command of the Company the slightest symptom of fire can be tackled at a moment's notice. The pump is capable of throwing a jet of water 100 feet high, the water being obtained from a well which supplies the works. The Engineer in his dry way remarked: "We haven't to depend upon the dilly-dallying of the Hongkong Brigade."

After going through the exhausters the gas is sent along to Pelouze and Adouin's tar extractor—Messrs. W. G. Holmes and Co., Huddersfield being the makers. This machine acts as a filter, extracting the tarry vapours which have still been left in the gas.

SCRUBBING GAS.

Passing to the scrubber, the gas is passed through wooden sieves. There are seven divisions, each of which is fitted with separate sieves, propelled by a steam engine and made to rotate. It will be seen in all this that the gas is treated as if it were a solid body, and as a matter of fact the Engineer and his accomplices seemed to think of gas as a hard and heavy substance which they could do what they liked with. They put it through machines, just as a laundryman would put a garment through a mangle. They washed it and scrubbed it and cleaned it till they had got it just as they wished it. To proceed, however, the gas after entering the scrubber washer comes in contact with water which absorbs the ammonia, carbonic acid, and sulphurated hydrogen. A glass cover was lifted and the smell that arose from the imprisoned gases would have choked a menagerie. Along to the purifying shed, where an entirely new plant has been erected, there is to be seen the method of clearing the gas of the last remnants of extraneous matter. Heaps of oxide of iron, or rust in plain language, are mixed with saw dust, and the process of passing the gas through sieves is again adopted. The oxide of iron takes out the sulphurated hydrogen, or whatever remains of that gas, and the carbonic acid gas is treated with lime which has a natural affinity for that gas. We have now arrived at the stage when the gas is chemically pure for household use. But it has still to enter the station meter. It might here be stated that the Gas Company's plant is capable of dealing with a million cubic feet of gas a day, but as a matter of fact only some 350,000 cubic feet are treated. The station meter registers the amount of gas manufactured and of course furnishes the check on the quantity lost between the works and the consumer. The hands of the meter—capable also of dealing with a million cubic feet a day—are continually going round at a rate which, if the private consumer were concerned, would make his hair stand on end.

IMPROVEMENTS IN THE SUPPLY.

During the last few years an immense improvement has been made in the system of mains along the streets. A 12-inch main runs from the works along Queen's Road as far as the fire station. Thence to the City Hall there is a 10-inch main. In the old days an 8-inch main ran as far as Arsenal Street and a 6-inch main took the supply to Wanchai. Owing to the large increase in consumers, especially Chinese, the Company have lately been at considerable expense in laying another 12-inch main which runs along Connaught Road up to the Harbour Master's office and a 10-inch main from there to Pottinger Street. There are also lateral mains wherever required. At the present time the Company are laying a new 6-inch main from the works to Hill Road, along Bonham Road, Robinson Road to the Peak Road, connecting with the St. Andrew's main. Of late years the consumption of gas by residents in these districts has wonderfully increased and the necessity for increasing the supply has been forced on the attention of the directors, with the result that these additions have been made to the Company's works. The Peak residents will have a separate main for themselves, and all the roads leading to the Peak will be better supplied from the West Point works.

AT WANCHAI.

There is a storage station at Wanchai to which the gas is conveyed by an 8-inch pipe. Gas engines with exhausters are placed there to draw the gas from the West Point works to the holders. From Wanchai gas is supplied to what is called the Eastern district, the West Point works supplying gas to the centre of the city. At Wanchai the two holders are of 160,000 cubic feet capacity and 100,000 cubic feet respectively, the latter being erected by the Barrowfield Ironworks, Glasgow.

THE 1889 RAINSTORM.

Asked about accidents, the Engineer remarked that there had never been anything specially remarkable. In the great rainstorm of 1889 the main broke on account of the wash from Glenealy nullah, and the town was in darkness for two nights. The steam roller at first was a first-class breaker of mains, but the Company having laid their mains lower in the ground that cause of destruction has been obviated.

As previously mentioned the difficulties of supplying a town like Hongkong with light, with all its varying levels, are enormous. Governors have to be erected on the higher districts so that the flow of gas may be checked. There are at the present time about a dozen Governors in use and they have to be watched with a very jealous eye. They are under constant supervision, because from climatic effects they are liable to stick.

THE FITTING DEPARTMENT.

The fitting department which is under the charge of Mr. Edgar W. Terry, Superintendent, is a very extensive place where all the repairs, etc., are done. Since the formation of the Company, a system of hiring fittings has been adopted which has proved very successful. It is all to the advantage of the consumer, who can hire his gas fittings for two or three years just as he pleases. All the fittings are of the best quality for the very good reason that cheap goods would not last in the Colony, subject as they would be to all sorts of conditions. At the works there are brazing, bronzing, and lacquering departments. A large amount of capital has been expended on the fitting work, as may be well understood from the large number of consumers of gas in the Colony. Recently the Company have adopted the system of giving free installations to users within 50 feet of the mains.

INCANDESCENT LIGHTS.

Incandescent burners have lately come into vogue and the Company have a contract with the Government for the lighting of the city by this means. The upkeep of the lights is in the hands of Messrs. Kruse & Co. who maintain and replenish the mantles, and every effort is made to keep the lighting of the city up to the standard. The introduction of electric lighting has also had an effect in increasing the demand for gas. It seems that when a merchant sees a rival installing the electric light he determines not to be outdone and orders more gas burners, so everybody is benefited. In the showrooms of the Gas Company there is being exhibited the latest type of gas light apparatus the most notable being the inverted incandescent burner. This type of burner has proved a great success at home and should be equally successful here. Gas stoves are coming into use, but it is to be feared that the Chinese cook is the great factor against their general adoption. The "boy" turns on the light and lets it burn all day with the result that a nice little bill for gas comes in, and the householder, fearing the expense, reverts to the plain fire. Gas engines also are being pushed and in a short time it is believed that a big business will be done in that line.

FIVE YEARS' PROGRESS.

To show how the consumption of gas has increased since Mr. McCubbin came to Hongkong a few figure may be given. In 1900 the gas manufactured was 65,580,000 cubic feet. In 1904 it was 115,963,000 cubic feet. In 1900 the consumers were—Europeans, 758; Chinese 811—total 1569. In 1904 the figures were European, 761; Chinese, 1601—total 2,362—nearly double the number of five years ago.

Many extensions have been carried out, and others are in process of being completed. The Company have acquired a large piece of ground south of Queen's Road West where it is proposed to put a large gasholder to meet the development of the Colony. Recently trouble has been experienced with napthaline deposits in the mains and a process has now been put in operation, whereby a spray is used on the gas, thus preventing the napthaline settling.

THE DIRECTORS.

Fortunately for the Company, the directorate is filled with able and energetic members, who are full of enterprise and ready to consider every idea. Two members are themselves gas engineers. The Chairman Mr. A. F. Phillips, M.I.C.E., is a consulting engineer for many large undertakings. Mr. R. Morton was a gas engineer and is a director on the South Metropolitan. Sir John J. Grinlinton was Surveyor General of Ceylon and has large experience of the needs of an oriental city. Mr. Simpson Rostron is a London solicitor, so that the legal questions should be safe so far as the Company is concerned. Messrs. Jardine Matheson & Co. are the local agents.

THE WORKERS.

With regard to the working representatives, Mr. J. McCubbin has had large experience and the best evidence of his ability is found in the remarkable increase in the gas consumption of Hongkong. Mr. Terry, the superintendent, has been here since 1883, and his local knowledge is invaluable to the Company. He can remember when the Gas Company had only 400 consumers, and his reminiscences of Hongkong of 20 years ago are delightful. Mr. George P. Curry has recently been appointed the local secretary. Mr. Dunwich is the clerk of works, and the recent extensions have been carried out under his supervision.

HONGKONG REGATTA.

JUNIOR FOURS.

The following are the entries for the Junior Fours, at the forthcoming Regatta:—

(Bow), G. F. Story, A. J. V. Ribeiro, H. W. Paxton, (Str.) L. A. Musso.

(Bow), J. Cruickshank, C. E. A. Hance, H. Johanherr, (Str.) F. C. Barlow.

(Bow), J. Jordan, H. Seth, A. T. Walker, (Str.) T. E. Pearce

(Bow), A. J. Darby, A. V. Barros, W. M. Stewart, (Str) S. Gidley.

Strokes will arrange with their respective crews as to boats and practice. Owing to the scarcity of strokes, it has been found impracticable to make use of the whole of the entries received.

TURF TOPICS.

14th inst.

To the great disappointment of a large gathering of interested spectators who desired to witness the gallops on the last day of sending in entries for the approaching meeting, a thick, impenetrable fog hung persistently over the course this morning and obscured a view of the operations on the track. Those who, for years past, have been regularly at the rails are by no means unaccustomed to early mist which generally has the knack of clearing off, as the sun peeps over the hills. This morning, however, the hopes of everyone, including a large circle of ladies, were doomed to disappointment even though at times the fog gave promise of rising. It was not until a quarter past eight that it made a final move, but then it was too late and the people made off for breakfast. No times could be taken by myself, but I was fortunate enough to secure a few which owners and friends kindly placed at my disposal. These they were able to get by dint of straining their eyes, and also by the aid of the "jocks," who signal by shouting immediately they got away. Let us hope that no more such disappointing mornings as that which greeted us to-day are in store for those who desire to get a little insight into form and so on. I heard one fellow from the Peak pass an observation as to whether it was worth while waking so early and walking down to stand at the rails and gaze into obscurity. Anyhow the exercise is good if the temper is short.

Race lotteries at the different private clubs may be looked forward to early next week, as soon as the official programme that will be promptly issued by the Clerk of the Course is made public.

Following are the times:—

Mr. Walker's sub., 1 mile, 2.33.

Alldin and Take Walk, 1¼ mile, 3.33½.

Mr Cruickshank's and Mr. Gresson's subs. in company, ¾ mile, time for the first quarter was missed; for the other two quarters 1.16, 1.47.

Mr. Peter's sub., ¾ mile, 1.56.

Mr. Moxon's derby, ¾ mile, 41, 1.21, 1.56.

Mr. Houston's stable companions (two) unclipped, ⅞ mile, 1.05¾ finishing rolling.

Mr. White's Bobbery and Hacken Schmidt, ⅞ mile, 1.04½. A very good performance, and finishing in fine form.

Bean Cake, 1 mile, last ¾ (?), 1.15½, 1.49½.

Sutherland & Co.'s sub. half mile, 1.07.

Mr. Mumford's sub. 1⅛ mile, joined by H. E. the Governor's sub. for 1 mile, (?), 1.13, (?), 2.26, 3.06, 3.39. H. E.'s pony covered the mile in 2.25½.

Mr. Mody's sub., 1 mile, 36, (?), 1.46, 2.18.

Mr. Moxon's sub., ¾ mile, 46, 1.24, 1.59.

Mr. Potts's chestnut, 1 mile, joined by his stable companion (cream) at ¾ mile; 36½, 1.14, 1.50, 2.22; the latter's time being 37½, 1.13½, 1.45½.

Note.—Whenever the note of interrogation (?) appears in the above, it must be taken to read that the time for the quarter in each case has been missed.

18th inst.

Following are the times recorded for this morning's gallops:—

Mr. Kadoorie's sub. opened the ball in pitch darkness, 1¼ mile, made it in 3.11.

Jetsam, 1 mile, 40, 1.13, 1.53, 2.25½.

Mr. Macdonald's chestnut, 1 mile, time not taken, finished last quarter 32.

Mr. Johnston's sub., ¾ mile, 41, 1.20, 1.54½.

Coronet Rose, ¾ mile, 38, 1.16, 1.49.

Mr. Mody's sub., ¾ mile, 34½, 1.08½, 1.40½.

Mr. Jupp's sub., 1 mile, 34, 1.10, 1.46, 2.21.

Mr. Craig's cream Derby, 1 mile, 40 1/5, 1.22, 2.03, 2 37 4/5.

Mr. Craig's Derby, 1¼ mile, 42, 1.21, 2.00, 2.37, 3.10.

H. E. the Governor's sub., ¾ mile, 41½, 1.18 1/5, 1.52 1/5.

Messrs. Sutherland & Co.'s sub., ¾ mile, 36, 1.11½, 1.47.

Mr. Mumford's sub., ¾ mile, 33, 1.06 1/5, 1.40½.

Mr. Goetz's sub. and Patrimony, 1 mile, 44½, 1.26, 2.05, 2.40.

Mr. Lamke's subs., 1 mile, 39½, 1.20¾, 1.59½, 2.34 4/5.

Messrs. Babington's and Peter's subs., ¾ mile, missed.

Alladin, 1 mile, 36, 1.11, 1.46½, 2.21 1/5.

Cake Walk, ¾ mile, 35, 1.10½, 1.48.

Mr. Potts's Derby, 1 mile, 34, 1.09, 1.46 1/5, 2.20.

Mr. Potts's 2 Derby, 1 mile, 37, 1.14, 1.50½, 2.21.

Mr. Potts's 2 subs., chestnut and cream, 1 mile, 38 1/5, 1.16, 1.53, 2.26.

Mr. Cruickshank's sub. and Derby, 1 mile, 36 4/5, 1.15, 1.53 2/5, 2.29.

Mr. Potts's fourth Derby, 1 mile, 37, 1.15, 1.49 2/5, 2.21 1/5.

Mr. Mody's Derby, dark grey, 1 mile, 38, 1.15, 1.54½, 2.3[illegible].

Mr. Dorabjee's sub., mile, (?), (?), (?), 2.21¼.

La France Rose, ¾ mile, (?), 35, 1.07.

Mr. Mody's Derby, bay, ⅞ mile, 38, 1.13

Mr. Mody's Derby, white, ¾ mile, 40½, 1.18, 1.52 1/5.

Mr. Dorabjee's bay sub., ⅞ mile, 37 1/5, 1.12.

Mr. Macdonald's roan and another, 1¼ mile, 40, 1.19, 1.56, 2.24½, 3.09½.

Mr. Gresson's Ard Patrick and Polka. Sorry, time all missed.

Mr. Gresson's Zodiac, ¾ mile, (?), 40, 1.12.

Mr. Houston's 2 subs., 1 mile, 38, 1.12, 1.46½, 2.24.

Mr. Gresson's 2 Derby, bay and grey, ¾ mile, 35 1/5, 1.11, 1.43½, hands down.

Beancake, 1¼ mile, 39½, (?), 1.51 4/5, 2.26, 3.01½.

Mr. Apcar's sub. ¾ mile, (?), (?), 34.

Mr. Moxon's Derby, 1 mile, 40 1/5, 1.17, 1.54½, 2.29.

Mr. Macdonald's 2 subs. 1 mile, (?), 1.16, 1.54, 2.31.

Mr. Mody's black sub., ¾ mile, 42½, 1.22½, 1.58.

Meat Soup, ⅞ mile, 1.12.

Mr. Levy's Derby, 1 mile, 43, 1.20, 1.58, 2.35.

Grafton and Tyra, 1⅛ mile, 42, 1.20½, 1.57 1/5, 2.35, 3.10, 3.44.

A large crowd of ladies and gentlemen, among whom were several new comers, was on the course at an early hour this morning. Operations commenced before the break of day, and a big list of ponies went out to gallop, *The King's* and *The Rose's* were in strong evidence. Among the more notable achievements was that of *Danny Mann*, the Derby pony discarded by the Ewo stable and bought over by Mr. Looker, by whom the contestant for the blue riband of the season has been entrusted to Mr. Craig who, of the budding jockeys in Hongkong, perhaps gives promise of most success in the equestrian line. This is, however, the opinion of some, and may be taken seriously or not according as the performance of the rider is judged. *Danny Mann* may, or may not, be a Derby horse for Derby honours, but if he is in the straight when the winner passes the post he might obtain the judge's verdict as being at the tail end of the large batch promised for *the* race of the season. Mr. Craig galloped his charge over the inner course twice round this morning in what, by some, was considered a "good" (*sic*) time. The swiftness of the pace may fairly be imagined when it is said that in the romp home Mr. Craig lost his head gear. His "rapid" time was missed.

Following are the times:—

Ledbury, 1 mile, (?), (?), 1.51, 2.23.

Set, 1 mile, 38, 1.13, (?), 2.27.

Polka, 1 mile, 39, 1.19, 1.58, 2.32.

Ca Canny and Grafton, in company, 1 mile, galloped in darkness; time missed.

Highland Fling and a grey pony, one mile in company, 47, 1.30, 2.06½, 2.40.

Wee Macgregor escorted by Highland Chief, 1¼ mile, 43½, 1.27, 2.07, 2.43½, 3.18.

Highlander, with his stable companion Highland Laddie, 1¼ mile, 45, 1.26, 2 06½, 2.47 2/5, 3.21.

Zodiac, 1 mile, (?), 36½, 1.14 4/5, 1.45½.

Black Monday and Mr. Johnstone's K. O. S. B. in company, 1¼ mile, (?), 36, 1.13, 1.49, 2.24½.

Scottish King, 1¼ mile, 40, 1.17, 1.58, 2.29, 3.00.

Heather King, 1¼ mile, 35, 1.11, 1.45 3/5, 2.22, 2.54 3/5.

Desert King, ¾ mile, 34 1/5, 1.09 2/5, 1.43.

Highland King, 1¼ mile, 36½, 1.10½, 1.45, 2.21 1/5, 2.53 1/5.

Saxon King, 1¼ mile, 39, 1.12, 1.49, 2.24 2/5, 2 57.

Norman King tried conclusions with his Derby partner over 1¼ mile, 37, 1.13, 1.49, 2.27, 3.01.

La France Rose, 1 mile, 35, 1.11, 1.46, 2.18½.

Lamarque Rose, 1 mile, 34 1/5, 1.08 3/5, 1.45, 2.20.

Coronet Rose, 1 mile, (?), 36, 1.11, 1.45.

Mr. Mody's two Derby probables were sent out together and negotiated the distance of 1¼ mile in the best time of the morning, 32, 1.06, 1.40 4/5, 2.19, 2.55 4/5.

Ard Patrick and Lyra were the next couple to come under attention. 1 mile, 38½, 1.18½, 1.56, 2.28.

Mr. John Peele's Derby entrants, Cotswold and Croome followed and the time-keeper's register for their mile trot was 38, 1.17 4/5, 1.55 3/5, 2.27½.

Nomination, 1¼ mile, 39, 1.15, 1.51, 2.27, 3.01½.

Spirtle, 1 mile, 37, 1.13½, 1.50, 2.24 2/5.

Squaler, 1 mile, 37 1/5, 1.13½, 1.49½, 2.23½.

Blackbird, 1¼ mite, 41, 1.22½, 2.05 2/5, 2.43, 3.13 4/5.

Halifax, 1 mile, last half 35, 1.08.

Forward, 1¼ mile, joined by Titmouse 1 mile, 35, 1.13, 1.51, 2 28 4/5.

Sport Royal, 1 mile 47, 1.29, 2.05½, 2.39.

Alladin, 1¼ mile, last mile, 36½, 1.12, 1.47, 2.22 4/5.

Bijou and Professor in company, 1¼ mile, 43½, 1.23, 2.06½, 2.46½, 3.21½.

Ching, 1¼ mile, 40½, 1.20 2/5, 1.57 3/5, 2.33, 3.05½.

Mick, 1 mile, 38, 1.18, 1.56, 2.29.

The Loafer and The Count raced together for 1¼ mile; their times were missed, so were those for Policy and Hacken Schmidt.

S. S. S.'s P'haps and P'haps Not, ¾ mile, 33 4/5, 1.09, 1.44½.

Fife, ⅞ mile, 36 2/5, 1.08.

Prairie King and Jungle King, 1¼ mile, 36½, 1.13, 1.51 2/5, 2.30, 3.02½.

Lanark and others, ⅞ mile, 33, 1.06½.

Desperation, 1 mile, (?), (?), 1.54, 2.31.

Maréchal Niel Rose, ¾ mile, 36½, 1.11½, 1.44½.

Danny Mann, Mr. Craig up, was unique in his performance of twice round the inner course.

EARLY BIRD.

THE RACES.

We are indebted to Mr. T. F. Hough, clerk of the course, for a copy of the official programme, just issued, for the forthcoming races. Following are the entrants for the Derby, to be raced for on the 22nd prox.:—

Mr. A. V. Apcar's.....Cebu.
Mr. Armand's .....Pickanniny.
Mr. Buxey's .....Invincible Rose.
Do. .....Lamarque Rose.
Do. .....Empress of India Rose.
Do. .....The Gem Rose.
Mr. Ellis Kadoorie's ...Cascade.
Mr. H. W. Looker's.....Danny Mann.
Mr. D. Macdonald's.....Highland Chief.
Mr. G. C. Moxon's .....Nomination.
Mr. N. Mumford's .....Pat.
Mr. John Peel's .....Cotswold.
Do. .....Croome.
Do. .....Ledbury.
Mr. G. H. Potts' .....Umbrian King.
Do. .....Norman King.
Do. .....Tuscan King.
Do. .....Saxon King.
Mr. Wingard's .....Esquimalt.
Do. .....Halifax.
Mr. Worthy's.....The Spirtle.

THE WEST POINT BUILDING CO., LD.

Following is the sixteenth report of the general agents to the ordinary meeting of shareholders, to be held at the company's offices, Victoria Buildings, at 11.45 a.m. on Monday, the 30th inst:—

Gentlemen, the general agents now submit to you a statement of the affairs of the company, and balance sheet for the year ending 31st December, 1904.

The net profits for the year, including the amount brought forward from the previous year, amount to $41,797.11. From this amount an interim dividend of $1.50 per share has already been paid, and after writing off directors' and auditor's fees, it is now proposed to pay a final dividend of $1.70 per share, making a total dividend for the twelve months of $3.20 per share, and to carry forward the balance of $1,247.11 to credit of a new profit and loss account.

DIRECTORS.

Hon. Mr. C. W. Dickson having retired, Hon. Mr. W. J. Gresson has been appointed in his stead, and this appointment now requires confirmation.

Hon. Mr. W. J. Gresson and Mr. A. J. Raymond retire by rotation, but offer themselves for re-election.

AUDIT.

The accounts have been audited by Mr. C. W. May, who offers himself for re-election.

A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ld.,
General Agents for the West Point Building Co., Ld.
Hongkong, 10th January, 1905.

Following is the balance sheet to 31st December, 1904.

Liabilities.

Capital		$625,000.00
Accounts payable		795.87
Balance of profit and loss account	$41,797.11	
Less interim dividend paid	18,750.00	
		23,047.11
		$648,842.98

Assets.

Cost of property	$611,830.80
Cash	37,012.18
	$648,842.98

PROFIT AND LOSS ACCOUNT.

Dr.

December 31, 1904.

To Fire insurance	$3,247.75
" Charges,	565.37
" Crown rent and rates,	9,042.14
" Repairs to buildings, &c.,	2,197.50
" Commission to agents,	2,128.13
" Interim dividend of $1.50 for half-year,	18,750.00
" Balance to be appropriated as follows:—	
Directors' fees, $500.00	
Auditor's fees, 50.00	
Dividend of $1.70 per sh., 21,250.00	
Balance to be carried to new account 1,247.11	
	23,047.11
	$58,978.00

Cr.

January 1, 1904.	
By Balance brought forward,	$1,362.54
December 31st, 1904.	
By Rent	56,224.14
" Interest	1,355.32
" Scrip fees	36.00
	58,978.00

A SHELTON HOOPER,
Secretary to the Hongkong Land Investment & Agency Co., Ld.,
General agents for the West Point Building Co., Ld.

Examined,
C. P. CHATER, } Directors.
A. J. RAYMOND, }

I have compared the above statement with the books and vouchers of the company and have found the same to be correct.

C. W. MAY,
Auditor.

Hongkong, 10th January, 1905.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Following is the sixteenth report of the board of directors to the ordinary meeting of shareholders to be held at the Company's offices, Victoria Buildings, at noon on Monday, the 30th inst.

Gentlemen, the directors have now to submit to you a general statement of the affairs of the

company, and balance sheet for the year ending 31st December, 1904.

The net profits for that period, including $54,966.63 balance brought forward from last account, after paying all charges, amount to $422,291.44. From this amount an interim dividend of $6 per share has already been paid. After transferring $250,000 from equalization of dividend fund to profit and loss account it is now proposed to pay a final dividend of $6 per share, maintaining the usual dividend of 12 per cent. per annum on the Capital, and after writing off directors' and auditors' fees there remains a balance of $37,875.70 to be carried forward to the credit of a new profit and loss account.

DIRECTORS.

Messrs. J. H. Lewis and C. Michelau having resigned, Messrs. H. P. White and A. Haupt were invited to join the board in their places, and these appointments now require confirmation.

Messrs. A. Haupt and E. Shellim now retire by rotation, but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. T. Arnold and C. W. May, who now retire but offer themselves for re-election.

W. J. GRESSON,
Chairman.

Hongkong, 11th January, 1905.

The following is the balance sheet:—

31st December, 1904.

Liabilities.

Capital		$5,000,000.00
Equalization of dividend fund		250,000.00
Accounts payable		1,502,830.76
Balance of profit and loss account	$672,291.44	
Less interim dividend paid	300,000.00	
		372,291.44
		$7,125,122.20

31st December, 1904.

Assets.

Cash	$ 6,778.17
Amount advanced on mortgage	1,641,753.00
Amount invested in property	5,431,111.12
Furniture account	4,111.79
Accounts receivable	41,368.12
	$7,125,122.20

PROFIT AND LOSS ACCOUNT.

Dr.

December 31, 1904.

To interim dividend of 6% for the half-year		$300,000.00
To charges account		28,441.19
To repairs to house property		13,289.95
To advertising		940.70
To fire insurance		15,488.73
To balance to be appropriated as follows:—		
Directors' fees	$ 7,500.00	
Managing directors' fees	25,915.74	
Auditors' fees	1,000.00	
Final dividend of 6% for the half-year	300,000.00	
Balance to be carried to new account	37,875.70	
		372,291.41
		$730,452.01

Cr.

Jan. 1, 1904.		
By undivided profits, 1903		$ 51,966.63
Dec. 31.		
By interest on mortgages	$148,008.69	
Less—interest on loans payable	94,607.77	
		53,400.92
By rents		273,909.37
By commission		8,380.15
By scrip fees		251.00
By profit on sales of property		91,343.94
By unclaimed dividends		1,200.00
By transfer from equalization of dividend fund		250,000.00
		$730,452.01

A. SHELTON HOOPER,
Secretary.

We have compared the above statement with the books, vouchers and securities of the company and have found the same to be correct.

T. ARNOLD } Auditors.
C. W. MAY }

Hongkong, 10th January, 1905.

THE PHILIPPINE ALIEN CONTRACT LAW.

CASE OF PECULIAR HARDSHIP.

20th inst.

On Monday last two Englishmen, named Rae and Woodington, arrived from Manila under conditions of unparalleled hardship brought about through the operation of the Contract Labour law in the Philippines. According to their story, which is borne out by the papers they hold, some time ago the Manila Railway Company's agents in London advertised for two foremen platelayers to proceed, under three years' contracts, to work on the Manila-Dagupan Railway in Luzon, P. I. Their applications were favourably considered, contracts were signed, and in due course the men came out to Manila. On arriving there they had to wait two days before seeing the Manager of the Company, and when they did so it was only to be informed by him that, according to law, they could not work there. On landing in Manila Rae had some $4 or $5, and Woodington about $30, and their position can therefore be better imagined than described. However, as it happened, the *Manila Times* heard of the matter, and taking their case up, secured them passages to Hongkong, where they landed with about $4 between them. It is asserted that, while waiting in Manila, a party of mechanics assaulted the men saying that they had come out to undersell them, as their contract provided to pay them at the rate of £200 per annum, while the rate prevailing in Manila was the equivalent of £225 per anum. Upon arrival here they were advised to see the Colonial Secretary and by him they were sent to the Soldiers and Sailors' Home, steps now being taken to ensure their return to England.

It will be quite fresh in the memories of our readers that a somewhat similar case occurred but about eighteen months ago, when Mr. Allen, a bank accountant, was transferred to the Manila branch of his bank, under contract from Hongkong, and was refused permission to take up his appointment, and though the matter was taken to the highest tribunal in the United States, he had to leave the Philippines and accept an appointment elsewhere. With this case so recently occurring, and bearing in mind that the Manila-Dagupan Railway Company is an English concern, and the manager an Englishman, it appears a remarkable thing that the London agents should be requested, as, presumably, they were, to send out two plate-layers under contract to the company, when the representatives must have known that they would not be allowed to land in Manila. It certainly appears to be a most deserving case for the assistance of charitably disposed members of the community, and we trust that many persons will see their way to help these young men to tide over their trouble.

NAVAL NOTES.

14th inst.

H.M.S. *Ocean*, (with the Rear-Admiral on board) and H.M.S. *Vengeance* left Mirs Bay early this morning, steering an Easterly course for a three hours' steam trial at different revolutions. The exact technical results are not yet to hand, but it was evident that the *Vengeance* gave the most speed for the least revolutions. During the best part of the trial she was six revolutions less than H.M.S. *Ocean* and maintained the same speed. About 2.30 this afternoon both ships entered the harbour with the T.B.O. *Whiting* in their wake. The *Ocean* made fast to a buoy ahead of the *Tamar*, but the *Vengeance* had to content herself with mooring on the off shore side of H.M.S. *Centurion*.

H.M.S. *Vengeance* has received orders from the Admiralty to be prepared to proceed to Malta, and there get ready to pay off and recommission on the 28th March. This indicates that one of our best battleships will shortly be leaving the Station, as she must get away early in February, at the latest, in order to arrive in the Mediterranean sea by the stipulated time. The *Vengeance*, it will be remembered, only arrived at Hongkong on the 26th of July, 1903, she having done the first year of her commission with the Mediterranean Fleet. She will be missed very much from the Station as one of the smartest and best sporting ships here. It is to be regretted that, she will not be able to fulfil her football engagements for the Hongkong Shield, owing to the dates, as shown in our column's in yesterday issue, being too far ahead. We wish her a pleasant voyage home.

The departure of H.M.S. *Vengeance* for Malta may be taken as the first move to reducing the strength of the China Fleet, which it was rumoured sometime ago would take place. But beyond sending this ship and perhaps another battleship shortly, the China Squadron will remain at its proper strength, particularly with regard to cruisers of high speed.

H.M.S. *Ocean* (flying the Rear-Admiral's Flag), *Vengeance*, *Hogue* and *Iphigenia* have been performing various drills, etc., at Mirs Bay. The weather has been splendid, and on Thursday a large party of men were landed to work on the temporary rifle range, which is being fitted for the convenience of the fleet. It is supposed before long that the Naval musketry practice will be carried out at this place, which will be far more convenient than Stonecutters Island.

HEALTH OF THE NAVY.

16th inst.

The number of cases of disease and illness in the Royal Navy for the whole of 1903 shows a decrease 29·56 per 1,000. The total number of case of all kinds, and embracing the whole 12 months are necessarily large (any one man having been perhaps medically attended several times during that period). These cases for that year were 831·57 per thousand. Invaliding has happily fallen to a lower figure. The ratio of the total force was 24·03 per 1,000, a decrease of 5·93 as compared with 1902. The death rate is also most favourable to be compared with 1902 and shows a decrease of 1.73 per 1,000. The total deaths for the Royal Navy during 1903 was 4·19 per thousand, which is the lowest for the last 37 years. Only two wounds received in action, one of which proved fatal, were recorded, both being at Durbo in Italian Somaliland. They were landed to punish a native Chief for the shooting of an Italian Lieut. During the action Lieut. Gaunt C.M.G., R.N., who commanded the force, was shot through the thigh and a marine killed by a shot through the head. The health returns are briefly as follows:—3 cases of small-pox as against 14 in 1902; 15 per thousand were due to enteric fever (a slight increase). The total of deaths were, however, 7 less than the previous year. The China Station reports 10 cases of plague, some of which were fatal. There was one case of cholera. The Mediterranean Station had the lowest sick rate. There were 17,295 cases of wounds and injuries and 129 deaths as compared with 16,389 wounds and 225 deaths for 1902. The fatal cases were:—Burns and scaldings 7, heat and sunstrokes 6; injuries 23; suffocation from submersion 75, choking with food 2, poisonous gases 2, local injuries accounted for 15,605 cases and 16 men committed suicide. On the whole the report is extremely satisfactory.

MATTERS OF CUISINE.

A Special Committee is trying to devise a means of improving naval cookery. By the new rations system, Jack gets a greater variety of food, though no better method of preparing it has been introduced. In some foreign navies bread is baked aboard ship. Only two of our men-o'-war—the Swiftsure and the Triumph—have bakeries, and in both of these ships experiments are now being conducted with a view to finding out whether it is possible to provide a ship's company with a regular supply of fresh bread. Sailors like "soft tack" much better than they do sea biscuit, and though the bread produced in the ovens of the Swiftsure and the Triumph might not please a fastidious palate, the men are delighted with it. Whilst Army cooking has improved immensely, that of the Navy remains as imperfect as ever. Nor can there be any change for the better until the preparation of the men's food is left to experts instead of to the cooks of the messes, who are hauling on a tackle one hour and preparing a dinner the next.

17th inst.

H.M. surveying vessel *Rambler* has returned from Manila.

The British fleet in Hongkong harbour will go for a short cruise on Tuesday next, and will not be expected back in port until about the 4th February. Three days later the ships again proceed to sea and in all probability will steam in a southerly direction.

H.M.S. *Vengeance* leaves Hongkong on the 7th February, and three days later parts company with the fleet and steers for Malta under easy steam.

The trophy for the best shooting with heavy guns in the China squadron has been won by the *Vengeance* and was handed over a few days ago by the previous holders—the *Ocean*. In 1902 such a small ship as the *Bramble* won the coveted shield.

The U. S. cruiser *Baltimore*, now lying in the foreign man-of-war anchorage, leaves for Manila on the 23rd instant, and after a course of firing and manœuvring, is to proceed to Honolulu.

The American torpedo boat *Bainbridge*, which was recently in Hongkong, has been painted white as an experiment. Owing to the cramped quarters on these tiny vessels and to the fact of their consuming such a vast quantity of coal, the department has hitherto had them painted a dark green colour, but as the larger vessels are all painted white it is desired to have all the ships of the navy of uniform colour. Those serving aboard the vessels seem to favour the darker hue for the torpedo boats stating, in explanation of their reason, that the torpedo boat is much harder to keep clean than the larger fighting craft and that the dark green colour is more adapted to them.

ARRIVAL OF H.M.S. "ASTRAEA."

19th inst.

The German cruiser *Gefer* has arrived from Amoy.

The British cruiser *Astraea*, Capt. Lionel G. Tufnell, arrived here yesterday morning from Singapore. She has relieved the *Eclipse*, and though she has been on the station for eight months, this is her first appearance in Hongkong. She is a sister ship to the second-class cruiser *Fox*, now on the East India station, and comes from the Mediterranean Fleet. She is a two-funnelled vessel of 4,360 tons displacement, 320 ft. length, 49 ft. 6-in. beam, and 19 ft. draft, with 9,112 horse-power which, with her twin screws, drives her at the speed of nearly 20 knots an hour. She was built at Devonport in 1893 at a cost of nearly £250,000. She carries two 6-in. guns, eight 4.7-in., eight 6-prs., and sundry light guns. The gun positions are protected by 2-in. armour and the vessel has four torpedo tubes. Her bunkers hold 400 tons of coal and she carries a complement of 312 all told.

Intelligence has been received that H.M.S. *Sutlej*, which has been caught in a gale, is proceeding under slow speed.

All the coolies and workmen at the Navy Yard, Tringcomalee, have now been discharged, with the exception of 150 men, retained to pack stores. The stores will be sent to Bombay or England, and the coal will be removed by ships as required. H.M.S. *Fox* and *Hyacinth* have sent in requisitions, and the coal stores are not sufficient to last six months. The Yard will be finally closed on the 31st of March, after being in existence for 98 years. Further details will be known on the arrival of Admiral Atkinson Willes on the 10th inst.

20th inst.

The British cruiser *Sutlej*, 12,000 tons, has arrived from Portsmouth.

The U.S. transport *Seeward* will leave for the Philippines on or about Tuesday. She has undergone a thorough overhaul at the docks, it having being found necessary to put considerably more work into the vessel than was originally allowed for.

Lieutenant Russell of H.M.S. *Centurion* left for home on the P. and O. s.s. *Palawan*, to complete his gunnery studies. The night before he was entertained by his fellow-officers in the ward-room, a very pleasant evening being spent. Lieutenant Russell was most popular on board the *Centurion*, and carries with him the best wishes of one and all.

The British cruisers *Hogue* and *Iphigenia* came in from Mirs Bay this morning.

We understand that H.M.S. *Sutlej* is the first Naval ship to leave England under the new arrangement for two years' commissions.

SHIPPING JETSAM.

14th inst.

The repairs to the s.s. *Agincourt* are now nearly completed and she is expected to be ready for sea in a day or two.

There are at present thirteen vessels of all sorts in the hands of the Kowloon Dock people, for various overhaul and repair.

The s.s *Elvie*, which has been sold by Messrs. Jebsen and Company to the Japanese Government, sailed hence yesterday for Kobe.

It is the intention of the directors of the Orient-Pacific Steamship Company that the ships of their line shall not call at the ports of Marseilles or Naples after March next.

The s.s. *Sikh*, on her arrival from Durban on the 12th inst., brought back a few coolies whose health would not stand the strain of the work and climatic conditions in South Africa.

The s.s. *Haikong*, lately sold to Messrs. Jebsen and Company, has been re-christened the *Schlestwig*, and registered under the German flag. She has cleared for Shanghai.

The British steamer *Cydonia* has been successfully floated off the Blenheim Shoal and steamed into the roads. It is understood that she has not sustained any damage. She was bound for the north with a cargo of oil.

Going through the Suez Canal on the homeward voyage on Dec. 3rd, the *Princess Alice* got her propeller entangled in the buoy chains, and traffic was stopped for a short time; but the encumbrance was soon cleared, and traffic was resumed.

No further cases of small-pox have occurred on board the s.s. *Cranley*, which still remains in quarantine. It has not yet been decided what disposition will be made of the coolies on board, though they may be transferred to another vessel.

The C. N. S. *Hanyang*, which arrived at Shanghai from Swatow on Monday reported: Experienced fine weather, with N.E. wind and smooth sea. When approaching Kiutoan Lightship, we found the light was not visible at six miles, although the weather was fine and clear at the time.

Regarding the question of coal supply, Cardiff merchants generally consider it very improbable that the Government will go a step beyond the refusal of cargoes to vessels which, like the *Captain W. Menzell*, have been shown on irrefutable evidence to act as store ships in either belligerent.

According to the Official Gazette of Japan issued on the 5th inst. the steamers of Japan of upwards of 1,000 tons in displacement may go in and out of the Talien Gulf for trading purposes, but the whole crew should be limited to Japanese subjects only. Japanese merchants are allowed to go across to the Gulf, if they have reasonable funds and credit in business and have the permission of the Minister of War for that purpose.

A Board of trade inquiry has been held at West Hartlepool concerning the loss of the *Tenby*, s., belonging to Messrs. R. Ropner and Co., of West Hartlepool, off Padang (Sumatra), on August 14 last. The *Tenby*, commanded by Captain Henry Whitmore, struck on a coral reef whilst on a voyage from Cheribon (Java) for Port Said, with a cargo of 5,150 tons of sugar. The Court found the vessel was not navigated with proper and seamanlike care, the loss being caused by the wrongful act and default of the master alone, and the Court suspended his certificate for six months, but agreed to recommend he be granted a chief officer's certificate during that period.

Messrs. Caird and Co., Greenock, have received a further order from the P. and O. for a passenger and cargo steamer of 8,000 tons, making three vessels, aggregating 26,000 tons, they have on hand for this company. The first one placed—the largest—is for the mail service, and she is almost fully plated; the second, of the *Assaye* class, is in frame and in process of plating; while a berth is being made for the latest one ordered, which will be a duplicate of the second. For some months now Messrs. Caird and Co. have been engaged upon an extensive repair of the P. and O. *Penins-Lar*, and they are also shortly to undertake the overhaul of the *Osiris*.

WRECK OF THE S.S "WORKFIELD."

16th inst.

It is notified in a *Gazette Extraordinary* issued this afternoon that the wreck of the British steamer *Workfield* referred to in Local Notice to Mariners No. 45, now lies in about 15 fathoms at low water spring tides. Cape of Good Hope bearing N 22½° W 12 miles. The fore mast showing 18 feet and the main mast 12 feet above water.

The s.s. *Ikbal*, which called here for a few coolies on her way to Durban, arrived at the latter port, on the 12th inst. There were two deaths among the coolies *en route*.

The British steamer *Neptune*, Capt. Henderson, has arrived at Singapore from Cardiff with 4,637 tons of coal consigned to Hongkong. She touched at Durban en route.

The Captain of the German steamer *Manila*, which has arrived at Singapore from Labuan, reports that when he left Labuan the Japanese scouts *Hongkong Maru* and *Nippon Maru* were cruising off that place.

The s.s. *Ascot* goes into dock for an outside clearing, on Wednesday, after which she will proceed to Chinwantao for coolies, being followed in a few days by the s.s. *Inkula*, the last steamer chartered for the run, which will call at Chefoo and Chinwantao.

The collier *Mars* has arrived at Singapore from Barry-in-Furness, and stated she is en route for Bangkok. According to the *Straits Echo*, the ship's papers showed that she is bound for Vladivostok, so she has been detained for inquiry and has been denied coal or water.

Captain Berryman, master of the steamer *London Bridge*, which has arrived in Bombay, reports that he was stopped at Gibraltar where his coal was bought by the British fleet. Interviewed by the *Indian Daily News* he says ten other steamers with coal were also stopped, the supply at Gibraltar having apparently run low.

The s.s. *Cranley's* coolies are to be removed to-morrow to the s.s. *Swanley*, which will be used as a temporary isolation station. After completion of the term of quarantine, provided no new cases occur in the meantime, the coolies will be re-transferred to the *Cranley* which will then resume her interrupted voyage to Durban.

The dividends for 1904 of German steamship lines at present are estimated as follows:—Hamburg-American Line, 8—10 per cent.; Nordd.-Lloyd, 6 per cent.; Hamburg-South America Line, 7 per cent.; Kosmos Line, 10 per cent.; Deutsch-Australia Line, 7—8 per cent.; Deutsch-East Africa Line,—per cent.; Deutsch-Levante Line, 4 per cent.; Hansa Line, Bremen, 8—10 per cent.

STOWAWAYS.

Inspector Langley placed thirteen Japanese, nine women and four men, before Mr. Gompertz at the Magistracy, charged with stowing away on the s.s. *Macquarie*, and obtaining passage to this port. They said they obtained the consent of the chief officer and the steward to come here from Moji.—C. W. Elliot, chief officer of the s.s. *Macquarie*, testified to finding the stowaways in various parts of the steamer, the day after they left Moji. One of the men offered to give witness $50 to let them all go.—St. John George, master of the steamer, stated that the accused had not his sanction to come on board, nor the sanction of anyone on board with his authority.—His Worship said he understood from the police that the accused were prepared to pay their passages.—Witness said if they would guarantee to pay he would not press the charge.—The case was then remanded, to obtain the evidence of the chief steward.

WORK FOR THE DOCKS.

17th inst.

There is a probability that the Philippines Government will shortly be sending another vessel to Hongkong for alteration and refitting at the hands of the Dock Co. We understand that, owing to the steamer *Ingalls* being too small for the purpose of cable laying in the Archipelago, it has been decided to detail the *Liscum* for that purpose and also as a repair ship. The steamer recently arrived at Manila from Zamboanga, and Mr. F. T. Mumma, an electrical expert who has been in charge of the operative work on the *Ingalls*, has been ordered to report on board the *Liscum*, which it is thought probable will arrive here in a few days for the purpose of undergoing several important changes in the construction of her bows which will have to be allowed before she will be suited for cable laying and repairs. The work rendered necessary includes, besides taking out her bows, the construction of backs and the rigging forward of machinery and appliances for grappling the cable in taking it up or laying it. This alteration and refitting will take from a month to six weeks to complete.

The new freighter *Minnesota* is due here shortly from San Francisco. We gave a full description of the vessel some months ago. Captain John J. Truebridge commands the *Minnesota*. The other principal officers are: Chief officer, J. F. Blaine; first officer, W. S. P. Keyes; second officer, P. C. Grening; third officer, John Duffy; chief engineer, George Allan; chief steward, Frank Weber.

The N. Y. K. S. *Tosa Maru* arrived at Nagasaki on the 10th with 1,629 Russian prisoners of war from Dalny.

At the harbour office this morning one Chinese candidate passed and two failed before the Pilot's Examination Board.

In the Japan Sea on 11th inst the Japanese cruiser *Tokiwa* captured the British steamer *Rosalie* with 6,500 tons of coal on board, bound for Vladivostok. The *Rosalie* is a comparatively new steamer of 4,303 tons gross, belonging to Messrs. J. Cory & Sons, of Cardiff.

The *Siberia*, which arrived to-day from San Francisco, has brought one of the largest shipments of gold ever taken across the Pacific viz., $4,500,000 U.S. currency. In addition to $2,500,000 from San Francisco, she has brought the $2,000,000 now coming this way on the *Mongolia*.

Amongst the passengers by the mail steamer *Roon* leaving for home to-morrow will be Captain J. Watson, formerly chief officer of the *Agincourt*. He is going to England to bring out a new salvage plant and steamer for Mr. J. Watt Jameson, the well-known wrecker and salvage engineer.

Twelve nationalities are represented in the 282 vessels which the annual statistical records of the Custom house show to have plied between Manila and foreign ports. Of these 147 were English, 51 Americans, 21 Norwegian, 10 Japanese, 6 French, 4 Spanish, and the remainder Italian, Swiss, Hollandese, Austrian and Russian.

The South Philippines Steamship Co. has been incorporated with an authorised capital of $2,000,000 Philippines currency, [illegible] of which will be the first issue. It is the intention of the Company to purchase the small steamer *Borneo*, 125 tons carrying capacity, which will be used as a means of gathering the produce of the Moro province and sending it to market.

On the arrival of the China Merchants' steamer *Taishun*, from Shanghai, it was found that three of the Chinese passengers were suffering from smallpox. They were all promptly removed to the hospital hulk where they now remain. The vessel had on board numerous head of cattle, but these were allowed to be landed after the work of fumigation was completed.

GERMAN MAIL S.S. "ROON."

The Imperial German Mail *Roon* from Shanghai and the North steamed into the harbour shortly after nine o'clock this morning, and proceeded to an anchorage off Stonecutters' Island, having to report a case of smallpox which had broken out on the voyage down from Shanghai. The patient is a European third class passenger, who came on board at Shanghai apparently in good health. The *Roon* carried a large number of first and second class passengers, amongst whom no little alarm was felt. However, after a strict medical examination the first and second class passengers were allowed ashore, the vessel nevertheless still remains in quarantine. She was timed to leave for Europe to-morrow, but on inquiry this afternoon at the office of Messrs Melchers and Company, the agents of the North German Lloyd, we learn that it is possible a delay may be occasioned by this unfortunate outbreak, they having received no intimation from the medical authorities as to when the steamer will be released. Later, we learnt that the mail steamer will leave at 6 p.m. to-morrow. Amongst the passengers for Hongkong, was Major Nathan, General Manager of the Chinese Engineering and Mining Company, Limited, and brother of H. E. the Governor, Sir Matthew Nathan, R.E., K.C.M.G., to whom he is on a visit. The gallant Major, after leaving the mail, proceeded to Government House.

THE STOWAWAYS.

The case, remanded from yesterday, of the nine Japanese women and five men, charged with stowing away on board the s.s. *Macquarie*, at Moji, and so obtaining passages to this port without paying for the same, was resumed before Mr. Gompertz at the Magistracy this morning. The accused expressed their willingness to pay their passages amounting to $15 each, the Captain stating that if that were done he would not press the charge.—George Richard Wardle, chief steward of the *Macquarie*, said that none of the accused applied for tickets, nor were they on board with his knowledge or consent. When they were found he reported the matter to the Captain, who ordered them to be supplied with food.—St. John George, master, recalled, said that the fourteenth defendant was found in the quarter master's cabin the day after leaving Moji. She was not on board with his knowledge or authority.—The tenth defendant, acting as spokesman, said they got on board at Moji with the consent of the chief officer and the chief steward, to whom they promised to pay 350 yen upon landing in Hongkong. The other defendants confirmed this statement.—His Worship wanted to know how, if they were on board with the cognizance of the chief officer and chief steward, they were found hidden in various parts of the ship.—They said they were all in one cabin.—Captain George here explained that, when found, the defendants threatened to implicate the chief officer and steward if they did not have their liberty on board, and so he ordered them all to be confined in one cabin.—The males were fined $150 each or three months, the females, with the exception of the 14th defendant, were each fined $50 or one month, the fourteenth defendant, who had started away on her own account, was fined $25.—The quartermaster stated that the last defendant was his wife.

AIDING AND ABETTING.

Francisco Fernandez, steward, and four Chinese cabin boys, were then charged with aiding and abetting the above defendants. The first was fined $15, the second discharged. As regards the third, fourth, and fifth defendants, the captain and chief officer gave them good characters and asked that they might be dealt with leniently.—His Worship said it was a serious matter to try and implicate the officers of a steamer in such a case, and having regard to the penalties he had inflicted in the case of the stowaways themselves, he would fine the third and fourth $100, and the fifth $150.

THE "GAELIC."

18th inst.

The Occidental and Oriental Steamship Company's liner *Gaelic*, Captain Finch, which, for twenty years has been passing in and out of Hongkong, arrived to-day from her last trip across the Pacific. The youngest of the three White Star liners flying the flag of the Occidental and Oriental Steamship Company, the *Gaelic*, is the first to be retired, because she lacks the fleetness of her sisters. Both *Coptic* and *Doric* have been re-engined since they left the ways at Harland & Wolfe's yard and are able to make better time than the *Gaelic*. The *Gaelic*, however, has had a wonderful career. Never laid up for repairs except for the few weeks following her going ashore in Oriental waters, she is to-day apparently in as good condition as when she left Liverpool a score of years ago. Built for a thirteen knot boat, she made fifteen knots day after day on her last run from the Orient. Her boilers, old as her hull, have been treated with such good care that the Federal inspectors have never reduced her steam pressure limit by one pound and the *Gaelic* herself is still classed A 1 at Lloyds. Along with her sisters, the *Gaelic* shared the favour of passengers to and from the Orient who traveled for pleasure and to whom comfort was a first consideration. Bigger and faster boats will in time lead to the retirement of the *Coptic* and *Doric* and it will be with great regret that the "regulars," of whom there are many travelling between here and the Far East, see the O. and O. flag hauled down for the last time.

Captain William Finch of the *Gaelic* will take command at Hongkong of the *Coptic*, turning over the *Gaelic* to Captain Beadnell. Whether the *Gaelic* will be sold at Hongkong or return to Liverpool is still undecided.

The Standard Oil Company's tank steamer *Dakotah*, a big oil carrier of 4006 tons gross and 2593 tons net, recently in Hongkong, has arrived at San Francisco and will remain there for six weeks or two months, being changed into an oil burner and will then bring a cargo of refined oil to China. This steamer and the *Housatonic* have been chartered by the Standard Oil Company for this service, the oil being carried to China in bulk and cased here, as labour is cheaper here than in America and the casing can be done at considerably less cost.

The towage of a 2,000-barrel oil barge around the Horn from New York to San Francisco by a Standard Oil tank steamer is a novel experiment which is about to be attempted. The steamer has been specially equipped with an appliance to relieve the strain on the cable in the tempestuous weather which she and her tow may encounter on the 14,000-miles voyage. The two vessels will reach the Cape in the midsummer of the Southern hemisphere, when storms are least frequent and smooth water is more in evidence off the boisterous headland.

19th inst.

Mr. D. E. Brown, Orient agent of the Canadian Pacific, has left Winnipeg for the Coast after an extended visit in the East of the States.

The following telegram has been received in Shanghai from H.M.'s Minister at Seoul:—"Master of Japanese ship reports he passed floating mine about 20 miles from Weihaiwei on the 8th of January, in Lat. N. 37° 31½', Long. E. 122° 32½'."

Senator Hale has introduced a bill to require the employment of vessels of the United States in the transportation by sea of all supplies of every description for use of the Panama Canal Commission or of contractors in the construction of the Panama Canal.

It seems that the *Kinlin* had a bad time of it on the Ella rocks for, according to the *Shanghai Times*, the whole of the stem being damaged from the 10 feet mark right under water and it is stated that she has sustained serious damage to the hull under the waterline which will detain her for some time effecting her repairs. This is yet another instance of the effect of entrusting a valuable vessel to an unqualified native pilot of the "olo custom" and "look-see" type, says that paper. Possibly when a collision occurs involving an appalling loss of life, if some prominent government official happens to be numbered amongst the victims, possibly then, the authorities will wake up to the necessity of examining the qualification of ignorant natives posing as pilots.

THE WRECKS ON THE BOMBAY REEF

S.S. "SHREWSBURY" AND "BARON GORDON."

20th inst.

It will be remembered by our readers that in the beginning of this month Captain Owen Wilks went down in the *Laertes* to view the s.s. *Shrewsbury*, as she lay stranded on Bombay Reef, but owing to the weather he was unable to get near enough to board her, and so went on to Saigon. Captain Wilks has now returned to Hongkong, and having met with more favourable weather he was able to get on board. He found her full of water, but otherwise in exactly the same conditions as when she was abandoned not having shifted her position in the least. In the absence of a diver he was unable to ascertain the full extent of the damage but he thinks that, given fine weather, there is a very good prospect of salving the *Shrewsbury*. No doubt an attempt will be made to this end in due course.

Captain Wilks also visited the *Baron Gordon*, but saw there is no hope of salving her, as she now lies high and dry on the reef.

RESCUE AT SEA.

Capt. G. Götsche, of the German steamer *Elisabeth Rickmers*, which arrived this morning from Bangkok, rescued a fisherman from off a sampan which had been blown a hundred miles from land and was drifting about in the middle of the Gulf of Siam. At seven o'clock of the morning of the 5th inst., while steaming from Hoihow to Bangkok the frail craft was sighted, and as the ship drew near the officers perceived a man on board. The *Elisabeth Rickmers* was hove to, and the fisherman rescued and taken on the steamer. The poor fellow was so exhausted that he fell to the deck, and made signs for food and water. He was given both, and when he was feeling better the officers learned that he was a fisherman from the mainland at Koh Kong, about a hundred miles from where he was rescued, and had been drifting about for four days without food or water. Had it not been for the kindness of the skipper and his men in treating the poor fellow so well he would undoubtedly have not survived. He remained aboard for two days, and on the vessel's arrival at Bangkok was placed ashore apparently quite recovered from the effects of his terrible predicament. He thanked everyone most warmly for all that had been done on his behalf. The position in which the rescue was effected was about Lat. 11° 20' N., Long. 101° 40' E.

LIGHT ON CAP-SUI-MUN.

The Harbour Master has issued a notification stating that on and after the 1st April, the light exhibited at Cap-Sui-Mun, on the west point of Ma-wan Island, will be altered. The new light will be a sixth order dioptric light, red, visible six miles in clear weather, and will be displayed at a height of 50 feet above high water, in the same position as the existing two lights.

One of the immediate results of the loss of the s.s. *Secunder* has been the formation of a Galle Chamber of Commerce, to enable those concerned in the trade of the port to take concerted action for their interests. The first meeting was recently held when this unfortunate wreck and matters connected with the harbour engaged the attention of the Chamber.

"SMOKER" AT THE WARRANT OFFICERS' CLUB.

20th inst.

A capital smoking concert was given by the members of the Warrant Officers' Club last night, in honour of the American officers of the *Baltimore* and also as a species of farewell social gathering in company with the warrant officers of H.M.S. *Vengeance*, scheduled to leave for home very shortly. The club quarters were prettily decorated for the occasion, and everything went with a swing from start to finish. Mr. Casey of H.M.S. *Handy* occupied the chair, and every inch of space was occupied by members and their friends. The programme was a lengthy one and contained some well selected songs, etc. The comic element was particularly strong, Messrs. A. R. Evans, Walstow, Riley and the Chairman contributing a number of highly diverting songs. Mr. Evans was in particularly good form, and was encored repeatedly. The Chairman was quite at home in his rendering of "Casey's Ball," and there were many other good and amusing comic songs presented. Mr. Bowen, always a favourite at local concerts, was at his happiest and sang "In Friendship's Name" in really first class style. No less successful was Mr. Brand who gave several sentimental songs with complete satisfaction to all, while Mr. Thwaites and Mr. Bailey among many others added much to the general enjoyment of the evening. A novel item in the programme was the introduction of a Chinese juggler and conjuror "Chang Se" who went through a number of amusing tricks, whilst a small boy, who accompanied him, gave a fairly good acrobatic exhibition. During the course of the evening, the Chairman in felicitous terms proposed the joint healths of His Majesty King Edward, and President Roosevelt, a toast which was drunk with great enthusiasm. Later in the evening Mr. Presley, R.M.A., gave the health of "The Guests" and after welcoming the officers of the *Baltimore*, extended the heartiest greetings of the club to the officers of H.M.S. *Astraea*. In conclusion, he regretted the departure of their friends on H.M.S. *Vengeance*, and said they would all join with him in wishing them God-speed and bon

voyage. The toast was very cordially drunk, and was acknowledged by Captain Marix of the *Baltimore*, while Mr. Crompton, on behalf of the *Vengeance*, thanked them for the good wishes that had been expressed. "Auld Lang Syne" and the National Anthem brought a most enjoyable evening to a close, shortly after midnight.

CHINA AND THIBET.

HIGH COMMISSIONER IN HONGKONG.

17th inst.

H. E. Tong Shiu Yi, special Imperial High Commissioner to Lhassa, arrived from Shanghai this morning on board of the China Merchants' S. N. Co.'s steamer *Anping*. He landed at once, and shortly afterwards called upon H. E. Sir Matthew Nathan with whom he remained for a short time. He leaves for Canton this evening, per the *Anping*, and will stay there for about three weeks, after which he returns to Hongkong and proceeds direct to Calcutta, where, it is reported, he will have a house rented for him as he expects to be engaged in conference with Lord Curzon there for a couple of months at least. It is stated also that it is His Excellency's intention to travel about India, and if nothing intervene in the meanwhile necessitating his return thence to China, he will proceed in the following summer to Lhassa, viâ Yatung and the Chumbi Valley. Arrived at Lhassa his Excellency will have his hands full, as his mission to Thibet has special reference to the reorganisation of that region. Having plenary powers conferred upon him by the Throne there is little doubt, says an exchange, but that with his exceptional talents and abilities the High Commissioner will do a good deal that will be beneficial to the Thibetans and so prevent any recurrence of those events that led to the recent British Indian Expedition into that hitherto hermit region.

RICKSHAS IN KOWLOON.

A notification in the *Gazette* gives the authorised ricksha stands in Kowloon as follows:—Ferry Pier, 20 rickshas; junction of Elgin and Macdonnell Roads, 10 do.; junction of Elgin and Robinson Roads, 10 do.; junction of Austin and Robinson Roads, 6 do.; and junction of Carnarvon and Cameron Roads, 10 do.

PRESENTATION TO INSPECTOR FORD.

14th inst.

At 10.30 a.m. to-day all the members of the Police Force who could be spared from duty assembled in the reading-room at the Central Police Station for the purpose of making a presentation to Inspector W. J. Ford, who left in the afternoon, on the s.s. *Malta* for home, after twenty-two years' service with the force in the Colony.

Chief Inspector Baker, who made the presentation, referred to the arrival of himself and Inspector Ford, in 188-, since when they had been close comrades throughout. In those days the Colony was nothing like it was now, either in size, safety, or health, and the duties of the police then were very arduous, crime was rampant, armed robberies the order of the day, and it was a common occurrence for the police to have to turn out, armed to the teeth, to chase marauding bands of robbers, especially in Bonham Strand district. There were but few houses then on the hill sides, and in Kowloon there was but one European resident. The Colony itself was smaller, and there were no reclamations such as we could boast of today, and all these improvements had gone far to facilitate the suppression of crime, as furnishing easier methods to getting about on the new and well-laid roads. Speaking personally, Mr. Baker said in the departure of Mr. Ford, he lost a genial comrade and friend of years, and the Force a tried and trusty officer, and he was sure all were sorry to see him go. But no doubt he knew his own affairs best, and they could only wish he would have a pleasant and safe voyage to the home land, and a happy re-union with his wife and children, and long life to enjoy his well-earned pension.

Mr. Baker, on behalf of himself and brother officers of the Hongkong Police Force, then presented Mr. Ford with a very handsome gold watch, with his monogram engraved on the back, and the following inscription inside the case: Presented to Inspector W. J. Ford by the European members of the Hongkong Police Force, January, 1905."

Mr. Ford, in accepting the presentation, said that he spoke with very mixed feelings; for while on this occasion he could not but feel great pleasure at the kindness shown him, and at the appreciative remarks of Mr. Baker, he was still filled with regret that he had to leave his old comrades. His first duty was to those who wanted him at home, and he went to them in the hope that those present might all live to be the centres of such an occasion in their own good time, and from the Captain Superintendent to the last joined constable, he wished them all a most prosperous career, with health and happiness.

The health of Mr. Ford was then drunk in bumpers, and Mr. Baker called for three cheers for their departing comrade, which were given with hearty good will, and a "tiger." Mr. Ford accompanied by a large number of his old comrades, subsequently left, to join the s.s. *Malta*.

TROOPS FOR MACAO.

AN EVENTFUL VOYAGE.

[*From Our Own Correspondent.*]

Macao, 18th January, 1905.

The arrival of the chartered transport *Lindula* has been looked forward to with anxious expectations. She is the boat that brought the troops from the Government transport *São Thome* which was wrecked in the Red Sea in November last. The *Lindula* arrived to-day about ten o'clock in the forenoon and is at anchor near the island of Cheng-chau off the roadstead. Upon the first opportunity I interviewed an officer accompanying the troops in relief of the present men in garrison and gathered from him the following facts in relation to the fateful voyage of the *São Thome* which ended so disastrously on the evening of the 24th November, 1904. The transport left Lisbon on the 10th of that month and when she got into the Mediterranean she encountered stormy weather, which was so threatening that her commander had to gives orders to close all the port holes and batten down the hatchways. She had on board 1,500 tons of coal, 90 tons of fresh water, and provisions and stores enough to last her on a voyage of six months' duration. When the vessel got to Port Said the weather was calm and all went well until she proceeded to the Red Sea. It is not definitely known whether by an error of navigation, or that the vessel was carried by the current; but the fact is, nevertheless, established that the vessel had deviated some eighty miles from the proper course and at 7 p.m. on the night in question stranded on a coral reef. The reef is one of about a thousand yards long. The Captain at once endeavoured to extricate the vessel from her perilous position by jettisoning coal and stores. But all attempts proved fruitless. No change was apparent in the position of the transport for the next two days, until at 10 a.m. on the 26th, the commander launched a boat with the second-in-command and a midshipman in charge besides the necessary complement of sailors and provisions to make for the usual track of merchant steamers. On the night of the 27th, the shipwrecked men descried a lighthouse in the distance, and at daybreak the following morning fell in with the *Clan Mackay*. Learning the predicament into which the Portuguese transport had fallen, Capt Higgins of the B. I. boat at once proceeded on his mission of rescue. In this he was entirely successful, although all hopes of salving the transport had to be abandoned from the fact that she was stuck hard and fast on the reef. The work of getting the troops off was an arduous one, but nevertheless accomplished in such an efficient manner that every man on board the *Sao Thome* was safely transported to the Clan liner by the 29th. She then resumed her voyage for Aden on the same day. Here the Portuguese troops made a stay of twenty-four days, and on the 25th December they embarked on board the *Lindula* on their journey to Macao, where they arrived, as stated, this morning.

A TOTAL WRECK.

All hopes of floating the transport *Sao Thome*, in the Red Sea, have been abandoned. Salvors decline attempts at salvage on any terms, and the ship will be sold as she lies. All her cargo of stores and ammunition are lost with her. Included in the latter are three Hotchkiss guns, two being intended for the *Vasco de Gama*, and the other for the cruiser *Adamastor*. The crew of the transport returned to Lisbon. The commander of the *Sao Thomé* was Captain Reis.

Among the troops who have arrived are ten naval officers, 1 captain for Timor, and 1 captain and a lieutenant for Macao, besides 32 sergeants and 280 men for the local garrison.

THE "LINDULA'S" RETURN.

The *Lindula* will be returning to Colombo on the 24th inst at 12 o'clock (noon). She will take home the time-expired men; these are 3 officers, 2 sergeants' wives, and 200 privates. A representative from the firm of Messrs. Jardine, Matheson and Co., the agents of the B. I. S. N. Co., came over from Hongkong to-day and will be returning to-morrow morning.

The new soldiers disembarked to-day in their uniform and carried a haversack. The average loss to each soldier, in private property, through the wreck, was one of about $25.

CAPT. C. J. HIGGINS.

Capt. C. J. Higgins and the officers of the *Clan Mackay* will be the recipients of their just recognition at the hands of the Portuguese Government for the signal service they rendered in rescuing the officers and men of the *Sao Thomé*. It is believed that the Captain will be conferred with the insignia of some distinguished Order at the disposal of the Portuguese Sovereign. The rescued men are all loud and unanimous in their praises of the very excellent and efficient services rendered by the officers and crew of the *Clan Mackay*.

WARSHIPS AT MACAO.

[*From Our Own Correspondent*]

Macao, 19th January.

There are at present lying at anchor in the Macao Roads the Austrian cruiser *Kaiserin Elisabeth* and the Portuguese battleship *Vasco de Gama*. The B. I. S. N. Co's chartered transport *Lindula* is about eleven miles off the port near Cheung Chau awaiting the embarkation of the time-expired men for Lisbon. She leaves on the 24th inst. The Austrian cruiser arrived on the 17th inst, and will make a stay of about ten days.

In the inner harbour there are the gunboats *Argus* (French), and *Diu* (Portuguese), and a Chinese torpedo-boat, the *Lu-fu*.

HOTELS AND THE CHIT SYSTEM.

The harm done by the almost universal credit or chit system in Shanghai has been often animadverted on, and in these days when bank notes of all denominations and fractional currency are so plentiful, and one is not obliged to carry about car wheel dollars, there is no reason for the continuance of the system, except old custom. Too often young men on moderate salaries have been tempted, and are to this day, by the chit system, to run up bills beyond their means at Clubs and hotels, where the supervision is necessarily not so strict as it is in stores. The Clubs have learned to protect themselves by posting the names of defaulters after a certain time has been given them, and the *N. C. D. News* understands that the hotels are now contemplating following the example of the Clubs. The hotels have, it is known, been heavily victimised from time to time, and they are perfectly justified in protecting their shareholders by this means, while they are at the same time doing a real kindness to those who may by this menace be deterred from carelessly incurring liabilities beyond their means. It is hoped that all the leading hotels will act together in introducing this reform, which will no doubt be followed in time by the introduction of the cash system.

HONGKONG POST OFFICE MANAGEMENT.

"C." wrote to the *Japan Chronicle* from Kobe on the 13th inst. as follows:—

Sir,—I desire to draw your attention to the following cases of carelessness at the Hongkong Post Office:—

The steamers *Prinz Waldemar* and *Taiyuan* arrived at Hongkong on the 2nd-3rd January with heavy Australian mails which were taken ashore as usual, and although the *Prinz Waldemar* left Hongkong for Kobe direct on the morning of the 4th, no mail was forwarded. The *Taiyuan* was similarly overlooked. These steamers arrived here on the 9 and 11th inst. respectively, and the mails which they carried to Hongkong were sent on a round trip via Shanghai and only arrived here on the afternoon of the 12th.

As this is not the first occasion on which similar lack of intelligence has been exhibited at Hongkong, it would be of great benefit to the business community here if some change were made in the Hongkong Post Office and the officer in charge promoted to a port where his duties would be less responsible than they appear to be at present. The annoyance and trouble caused to consignees, bankers, and Customs officials by the non-arrival of mails by steamers bringing shipments can hardly be appreciated by the non-business public.

Trusting that the publicity given through your columns to this matter may be the means of some alteration being made in the Hongkong Post Office with the view of preventing the recurrence of the grievance complained of, —I remain, etc.

MR. W. H. Taft, now the U. S. Secretary of War, and formerly Governor of the Philippines, has announced his intention to visit the islands during the coming summer. He will investigate and make recommendations as to the election of the Philippine assembly, provided for by Act of Congress.

PORT ARTHUR.

ENTRY OF JAPANESE.

A dispatch from Souchatun, near Port Arthur, to the *Kobe Shimbun* states that the ceremony of the Japanese army entering the fortification of Port Arthur was performed at 10 o'clock on the morning of the 13th inst. One company from each infantry regiment, one battery from each artillery regiment, and a detachment from each squadron of cavalry and engineer regiment, with other arms, assembled at the base of Peiki Hill. On the firing of a signal gun, these troops marched into the new city of Port Arthur, crossing *en route* the old city. The sight of the troops marching in with their colours torn by shot and stained with blood produced a marked impression on the spectators.

SHELL TRANSPORT AND TRADING CO.

AN ANALYSIS OF THE POSITION.

We don't know what the shareholders in this important concern will think of the report for 1903, but we cannot imagine that they will be enraptured with it. In the first place the document is, as usual, a belated one, covering the year 1903, and therefore takes them back twelve months. In the second place the accounts are not even now complete, the excuse tendered being that the Asiatic Petroleum Company having again postponed the rendering of its accounts, the directors have, in accordance with their promise, estimated the results of that portion of the company's business. It is hardly in human nature to be satisfied with this dilatoriness, for the shareholders cannot say, even after so long a waiting, that they know where they are, especially when they learn that the figures for 1902 were assessed as over-estimated to the extent of £11,297. Hence all the differences in the accounts of that year have been merged in the present accounts, the profits of which, of course, have had to be diminished to the extent that those of the previous year benefitted. Inclusive of the sum brought forward, there stands to the credit of profit and loss account an amount of £339,330, which includes the interest and the arrears of interest from the concern which conducts the Borneo oil business, namely, Nederlandsch-Indische Industrie en Handel Maatschappij. After deduction of management expenses, dividend on the preference shares, allocating £84,000 for provision on steamers and installation, writing £10,000 from the cost and expenses of the preference share issue, etc, there remains a balance of £158,852, since further reduced to £58,852 after providing for the dividend paid at the beginning of the year. This is carried forward.

No mention is made of a distribution on the ordinary shares, so I take it that the directors do not intend to recommend a dividend, says a city correspondent. We need not shed copious tears over this, however, seeing that the ordinary shares were allotted to the vendors as purchase consideration and are probably still held by them. After steadily declining during recent years, the trading profit in 1903 showed an apparent increase of about £20,000 at a total of £23,800. It looks, therefore, as if the prospects are improving, but it would not be advisable to make too sure of this. It is difficult indeed to get a thorough grasp of the position and prospect of this company, seeing that it is so intimately bound up with other enterprises. A detailed exposition of its complicated affairs is much needed, and it is to be hoped that at the forth-coming meeting Sir Marcus Samuel will enter fully into details. Accompanying the accounts is a lengthy report of the auditors, which indeed is as long as the report of the directors itself, and one needs to sit for some hours before a nice fire, without fear of interruption, in order to grasp this exposition. And even then some perplexity would be pardonable. Amongst other matters they say that the directors have taken credit in the profit and loss account for interest on the advance to the Nederlandsch Company for the three years, ending December 31, 1903. The interest for 1901 and 1902, amounting to £79,907, was not taken credit for in those years, whilst the amount relating to 1903, £51,884, is contained in the total profit given for the year. "The effect of these credits is to increase pro tanto the balance standing against the Nederlandsch Company to the sum appearing in the balance-sheet." The latter is as much as £840,000, which, in accordance with the decision arrived at by the meeting held on September 21, has been converted into five per cent. bonds.

Let us, however, go into a closer analysis of the financial position of this company, for we shall find it instructive. We have already said that the trading profits seem to show an increase of about £20,000, the figure in the present profit and loss account being given at £239,865, against £219,567. But the auditors tell us that £51,884 of this is the credit taken for the interest owed by the Nederlandsch Company. In the two preceding years it averaged, as we have seen, £40,000 per annum, so there is a difference of nearly £12,000 leaving only £8,000 as the real increase in the trading profit. But of what real value is this aggregate credit, of three years' standing, of £131,800? It is nothing more substantial than a credit entry, which may or may not be converted in the future into cash. Furthermore, if the profits of the company during the past three years have been swollen by the sum of £131,800 to be now represented by a paper asset, does it not logically follow that past dividends have actually been paid out of capital?

That will depend, of course, upon the appearance of the next balance-sheet. In the present balance-sheet the credit shown amounts to £158,853. Since it was issued the last dividend has been paid out of it, which will leave £58,853 to go forward to the credit of the next accounts. We have seen, however, that of this total of £158,853, £131,793 is represented by credits which have now been bonded, being a portion of a debt of £840,000 owing to the company, which may, for all anybody knows, ultimately turn out to be a bad debt. However, it is represented by 5 per cent. bonds. If in the next balance-sheet these bonds appear as an asset—for it is difficult to see how they can be realised for cash—then the money wherewith to pay the dividend, to the extent of £72,940, will have come out of the capital resources of the company. It may be answered that the money has been invested in a subsidiary undertaking, but money that has been distributed in dividends cannot be invested. Moreover, why did the directors in past years not credit the accounts with all this interest? Why have they suddenly done so in one year? This only shows what a great deal there is to explain; how much light is still needed to illumine the exact financial position of the company. In recent years the capital of this company has grown substantially, hence the possibility of dividend paying in the immediate future is pro tanto lessened. During the past five years the ordinary dividends have been 8, 10, 10, 2½, and 5 per cent. There has been a heavy depreciation in both the ordinary and preference shares of this company, and there is but the remotest likelihood they will ever recover to their former values. Anyway, we cannot say they are shares which a cautious investor would find attractive.

On the 14th ult., the report of that important concern, the "Shell" Transport and Trading Company, reminds the shareholders that in the document issued to them in September last the figures for 1902 were then assessed as over-estimated to the extent of £11,296. All differences in the accounts of that year have been merged in the accounts now presented as for 1903, the profits of which are diminished to the extent that those of 1902 benefited. Including the amount brought forward from 1902 there stands to the credit of profit and loss account £339,330. After deduction of management expenses dividend on Preference shares allocation of £84,000 as provision for depreciation on steamers and installations, writing £10,000 from the cost and expenses of the Preference shares issue, and writing £2,500 from American expenses, the amount carried to the balance sheet is £158,852. After providing for the dividend paid at the beginning of this year the carry-forward is £58,852. It is satisfactory to learn that the production of the Borneo Fields makes progress. But the "Shell" Transport Company is so mixed up with other enterprises that it is most difficult to arrive at its trade position. No doubt Sir Marcus Samuel will give some clear exposition of the position at the meeting on the 22nd inst., says the city correspondent of a London exchange. The report leaves upon one the impression that some time must elapse before the Ordinary shares will be in receipt of a dividend.

COMMERCIAL

WEEKLY SHARE REPORT.

In their report of yesterday's date Messrs. Benjamin, Kelly and Potts state:—

Business during the week has again been very quiet owing to the stringency of the money market and the close proximity of the China New Year.

Banks.—Hongkong and Shanghai Banks have ruled strong all through, and a good business has been done at advancing rates from $705 to $715, the market closes firm with buyers at $715 owing to the advance in the London quotation to £76. Nationals are unchanged at $38.

Marine Insurances.—Unions continue in demand at $700. Cantons are quiet at $250, while Yangtszes and China Traders are wanted at $150 and $58, respectively.

Fire Insurances.—Stocks under this heading have not experienced any change since last writing. Both Hongkong Fires and China Fires are steady at quotations,—the former at $340 and the latter at $91.

Shipping.—Hongkong, Canton and Macao Steamboats have changed hands at $26½, $26¾, $27 closing with sellers at the latter rate. Indo-Chinas have been done forward at slightly more than the equivalent rates for cash, and at the close the market is firm at $124. Douglas Steamships and China Manilas are the same, and Shell Transports are a shade easier at 25/.

Refineries.—China Sugars have been done at $218, but close firmer at $219. Luzons have further improved and are in demand at $20.

Mining.—Chinese Engineerings have been done at Tls. 7.70. Rubys have been placed at $3¾.

Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks have slightly weakened, and shares can probably be obtained at $217½. Farnhams have receded to Tls. 5. Kowloon Wharfs are steady at $104½ for the old, and $102 for the new issue. Hongkew Wharfs have improved to Tls 129½ at which rate shares have changed hands.

Lands, Hotels and Buildings.—Hongkong Lands continue neglected at $145. Shanghai Lands have been booked at Tls. 117 and Tls. 114 and are in strong demand at the latter quotation. Hongkong Hotels are weak with sellers at $142. Humphreys' Estate have buyers at $12½.

Cotton Mills.—Quotations for these remain unchanged.

Cigar Companies.—Sumatras have found buyers at Tls 65.

Miscellaneous.—Green Islands can be had at $29. China Providents have been done at $9 and $9½ during the early part of the week, and are quoted at $9 ex the dividend of 80 cents per share paid on 18th. inst. Dairy Farms are wanted at $12. Hall and Holtz are quoted in the North at $24. Watkins have sellers at $9. Langkats have again improved to Tls. 270 at which price business has been done.

TO-DAY'S INTELLIGENCE.

17th inst.

While there is no cash business to report, inquiry for forward shares, principally Indos and China Sugars, is unsatisfied. The market is very firm with buyers for Indos at $132 for June. Docks have strong inquiry at $218 cash.

DOUGLASES.

A protest, addressed to the general managers of the Douglas S.S. Co., has been completed and is being signed by quite a number of shareholders. The text furnishes plausible reasons, tersely set out, against the managers ordering a new steamer for the one sold. The arguments adduced cannot fail to enlist the sympathy of unbiassed holders of scrips in the company, if they consider their own interests at all.

The *N. C. D. News* prints the following from its Hongkong correspondent:—"The shareholders in the Douglas S. S. Co., Ld., or some of them, at any rate, are expressing great dissatisfaction with the actions of their directors. The shares, $50 paid up, are quoted at only $3¾, and returning a meagre six per cent. They have repeatedly been told that the competition of the subsidised Japanese ships makes the Formosa run unprofitable, and now, when there is talk of the company building another boat, they do not see the use of 'throwing good money after bad.' At present the matter has gone no further than letter-writing in the Press, but a lively time is promised the directors, should they decide to meet the shareholders. In the meantime, the order for the new craft is on the way.

FREIGHT.

In their report of 14th inst. Messrs. Lamke and Rogge state:—

The freight market during the past fortnight has remained in a firm position and, though the amount of business transacted is not very large, prospects continue fair with every promise of a good spring season. Taking into consideration the present limited outlet for tonnage, in consequence of the principal northern ports being closed and the southern rice markets not having opened yet, it cannot be denied that the rates paid for steamers, both tripwise and on time, are very good ones in comparison to former years and with the season further advanced, a vast improvement on the present state of things is more than probable.

As to Saigon/Hongkong business, Chinese still content themselves with shipping small parcels by their own boats and the present meagre arrivals of new grain do not warrant taking up full steamers. Apart from that, the rice is too fresh to be fit for shipment and chartering will not be in full swing until well after the Chinese New Year, say in about a month from date. Closing quotation stands at 15 cents per picul.

Saigon for Java ports, no fresh business has been reported and as to Saigon/Japan, there have been inquiries for February/March delivery without, however, leading up to anything.

From Saigon to Philippine ports a couple of fixtures are on record at 32 cents per picul for Manila and 2 cents better for Cebu. A limited demand still continues to show itself, but it is difficult to get hold of the right kind of steamer and to fit in dates as required.

Bangkok business is at a complete standstill and, in fact, some of the regular liners might temporarily be bad for other work. Owing to the approach of the Chinese New Year, all the mills are gradually stopping work and there will be no rice for shipment until the latter end of February. However, as already mentioned in a former issue, quite an exceptionally large crop is expected and a fair amount of chartering is likely to come to pass later on.

From Java to this, there is but little doing and rates are unchanged and may be quoted 30 cents per picul wet sugar and proportionately less for dry sugar.

In the North, considering the season of the year, rates remain firm and advancing for whatever business there is and future prospects are very encouraging. Rates from the Yangtze ports have ruled very steady and there is a continuous demand, filled to a large extent by local Co.'s boats at 27 cand. Wuhu/Chinkiang to Canton, 26 cand. Wuhu to Swatow, and 30 cand. Wuhu to Chefoo. Towards the end of the month a new duty will be raised, which for a time may be detrimental to shipping.

Coal freights have weakened a bit lately. After a few fixtures in Japan at $2.25 per ton for this port, $2 per ton had to be accepted for prompt loading, but it is expected that rates will rally again before long. Moji/Shanghai, there is a good demand at $1.90 per ton, steamers being wanted for a series of trips. Japan/Singapore, the market is weak at $2.30 per ton.

On time basis, a fair amount of chartering has taken place, both for local and Northern requirements and full rates have been granted. A good deal more tonnage is wanted, but not easy to procure on account of the very high figures asked by owners.

Sail Freights:—No change to report.

Sail Tonnage loading or to load.—For New York and Baltimore. British ship *Geo. T. Hay* arrived 21st December, from Cebu.

Disengaged:—Norw. 4m. bark *Prince Robert* 2,654 tons.

Departures:—British bark *Ancines* 11th January, for Anjer.

FORTNIGHTLY REPORT.

14th inst.

Indian Yarn.—Our market has gone on from bad to worse. The tightness of money amongst the natives, combined with the incessant drop in the values of raw cotton and a steady high exchange, have all greatly contributed to keep buyers aloof from the market, and another heavy drop of $1 to $2 per bale, on the part of importers has induced an insignificant business both in spot goods and to arrive in special superior tickets. The market closes very quiet. Total sales are 4,000 bales. Shipment 2,500 bales. Arrivals 10,100 bales.

Local Yarn.—No business has been reported in our local production.

Japanese Yarn.—Sales nil.

Raw Cotton.—Prices show a further heavy decline of $1 to $2 per picul. Sales reported 65 bales at $25 to $24. Stock 4,200 bales.

China kinds.—Sales of 140 bales (small) at $26 to $25. Stock 5 bales.

Malwa Opium.—Sales are reported of about New 117 chests at $1,060 to $1,070. Old 3 chests at $1,150. Older to chests at $1,230 to $1,260. Stock 1,450. Uncleared stock 600 chests.

Patna Opium.—Sales are reported of about 328 chests at $1,149 to $1,112. Stock 2,440 chests.

Benares Opium.—Sales are reported of about 3 chests at $1,100 to $1,070. Stock 970 chests.

Persian Opium.—Sales are reported of about 20 chests at $190. Stock 1,920 chests.

SHANGHAI.

Indian Yarn.—The market is reported moderately active with an advance of one to two taels in price. Sales are reported of about 9,000 bales. Arrivals during the period of 7,510 bales. Unsold stock may be estimated at about 45,000 bales.

Chinese Yarn.—No business is reported.

Japanese Yarn.—Though the prices are lower there is good demand for the same. Sales of about 2,000 bales are reported, quotations being Tls. 92 to 101 No. 20s. and Tls. 89 to 95 No. 16s.

Local Cotton.—The market rules steady at present quotations of Tls. 15 to 17 per picul.

Exchange.—To quote to-day on India at Tls. 205¾ (post).

RAUB G. M. CO.

It is reported that Mr. Warnford Lock contemplates leaving for home within the next few months. Should he do so, it is said that he will take up the position of Consulting Engineer to the Raub Company.

Mr. Boerma's tin mining syndicate have made final arrangements with the Raub Company for high-presure water power from the Company's dam at Sempam. Mr. Boerma's Company evidently intend operations on an extensive scale.

The auriferous prospects of the Raub field are said to be looking hopeful.—*Straits Times.*

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	11¾
Do. demand	1/11 11/16
Do. 4 months' sight	1/11½
France—Bank T.T.	2.47½
America—Bank T.T.	48
Germany—Bank T.T.	2.01
India T.T.	46¾
Do. demand	47
Shanghai—Bank T.T.	Nominal
Japan—Bank T.T.	97
Java—Bank T.T.	118¾
Buying.	
4 months' sight L/C.	2.0
6 months' sight L/C.	2/0½
30 days' sight San Francisco & New York	48½
4 months' sight do.	49½
30 days' sight Sydney and Melbourne	2.0½
4 months' sight France	2.51½
6 months' sight	2.53
4 months' sight Germany	2.05½
Bar Silver	27½
Bank of England rate	3 %

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

		Per chest
Malwa New	@	1,070
" Old	@	1,150
" Older	@	1,220/1,260
Patna New	@	1,137
Benares New	@	1,085
Persian (Paper)	@	710/600

LOCAL AND GENERAL.

THE formation of the submarine flotillas has been gazetted in Tokio.

THE Yokohama Specie Bank, Ltd., has now opened a branch at Liaoyang.

GENERAL Nogi has been appointed titular guardian of the Imperial grandsons.

RUSSIANS suffering from infectious diseases will be detained at Port Arthur for the present.

A TEAKWOOD launch capable of steaming nine knots is to be built for the Postal Department.

INSPECTOR W. Fincher, Sanitary Department has just returned to this Colony, after twelve months' leave of absence in Australia.

THE A.O.C. stands at the top of the Cricket League with 31 points, Kowloon following with ten behind, and the R.E.'s third, with 19 points.

RUSSIAN deserters caught at the frontier are flogged with merciless brutality, four soldiers laying on at a time, until 200 blows are administered.

THE Rev. Forbes Phillips, in the course of a paper which he read to the Playgoers' Club, said that the bishops had kind hearts beneath their gaiters.

H. E. the Governor has appoined Police Sergeant G. Sim to be Sanitary Inspector under the Public Health and Buildings Ordinance, 1903, for Aberdeen.

THE successor to Sir William Meigh Goodman as Chief Justice of Hongkong is an enthusiastic golf player besides the author of many works on law, and Japan.

THE January number of the *Yellow Dragon* is to hand. As usual, this Queen's College publication is full of interesting matter to past and present scholars alike.

CAPTS. P. Peacock, R.M.A., G. F. Muller, and J. Goryer, R.M.L.I., have been appointed as Intelligence Officers at Colombo, Hongkong and Singapore respectively.

IT is announced that Vice-Admiral Shibayama, the Commandant, has arrived at Port Arthur with Captain Tamari, his Chief of Staff, and Rear-Admiral Uyemura as Harbour-master.

IT is officially notified that, in three months' time The Tientsin Stables, Limited, will unless cause is shewn to the contrary, be struck off the register, and the Company will be dissolved.

THE number of cases of communicable diseases notified as having occurred in the Colony during the week ended 14th inst, was as follows:—plague 3 (fatal), enteric fever 5 (3 fatal), relapsing fever 2, small-pox 7.

IN reference to the story of the failure of ammunition at Port Arthur, it is mentioned that 2,241 rounds of big gun ammunition were captured in the north fort of Tungchikuanshan alone, and 15,000 rounds of rifle ammunition.

MISGUIDED people are occasionally led to say that crimes are committed simply for the benefit of the newspapers. How can the journalist deny such an impeachment when such headings as the following, which appeared in a local contemporary yesterday, are given publication—"Crime in the New Territory.—A Great Improvement."

LI Ka Sui, the captain of the robber band which a short time ago mauraded a small town near Canton, terrorizing and robbing the inhabitants, besides murdering some of them, was arrested at the instance of Captain Yeung of the Canton guard and placed before Mr. Gompertz on Monday for extradition. Evidence of the arrest was taken, and the case remanded.

IT is notified that the King has not been advised to exercise his power of disallowance with respect to the Ordinance to provide for the recovery of charges incurred on account of imbecile persons introduced into the Colony; the Ordinance to amend the Chinese Emigration Ordinance, 1889; and the Ordinance to amend the Imbecile Persons Introduction Ordinance 1904.

THE Rev. W. Bridie, Wesleyan, Acting Chaplain to the Army and Navy, finishes his term of service, at the Wesleyan Church, Wanchai on Sunday, the 22nd inst. Mr. Bridie is expected to preach at both services. Mr. and Mrs. Bridie are leaving the Colony by the P. & O. s.s. *Coromandel* on the 28th inst. The Rev. C. Bone succeeds Mr. Bridie in the chaplaincy.

THE "tall, fair, and considered good-looking" young gentleman who recently advertised in a matrimonial journal with the usual object, and who gave an address at Shanghai is certainly having a run for his money. His public appeal to accomplished young ladies has been reproduced in many of the journals in the Far East and is now being shuttlecocked backwards and forwards by the Press of several ports.

DURING November 505 deaths were recorded in the Colony, 21 being amongst the European and foreign civil community, one in the army, and the remainder Chinese. Of the total, 125 deaths were due to chest affections, and 63 to fevers. The death rate per 1,000, per annum works out at 25.2 among the British and foreign community, and 18.5 when the Chinese are included.

THE *Asahi* publishes a Peking dispatch to the effect that the proposal by the French Government to assist the Chinese authorities in suppressing the Kwangsi rebellion having been declined by the Viceroy of the two Kwangs, the French Government has caused a large number of war-ships to concentrate at Hanoi and a number of torpedo-boats at Haiphong as a demonstration against the Chinese authorities.

THE Swatow C.C. having invited the Hongkong C. C. to send up an "A" team to play them at cricket during the China New Year holidays the committee decided to accept, and the following are asked to represent Hongkong:—Messrs. Harry Hancock (captain) F. C. Butcher, A. Mackenzie Walter Dixon G. E. Morrell, W. W. Ross J. W. C. Bonnar, Surgeon Horley R.N., P. W. Goldring, J. Hooper, G. P. Lammert, and Capt. H. W. Smith A.D.C.

IN the case of the three men and two women charged with assaulting a Chinaman, at Shaukiwan, by tying him to a tree and thrashing him, Mr. Gompertz on Saturday said that it was clear the prosecutor had received a severe beating, and the accused were present at the time. No doubt the prosecutor deserved all he got for interfering with the women, but he cautioned the defendants and severely reprimanded them, pointing out that had the man died under their hands they would have stood in a very serious position indeed. However, taking into consideration the provocation, he would fine the first and second defendants $10 each, and bind all of them over in their personal bond of $200 each to be of good behaviour for six months. Inspector Robertson was in charge of the case.

THE girl, Ah Mui, aged thirteen years, who jumped over the verandah of a house in Yaumati where she was being detained against her will, by a man and woman who had brought her from the New Territory for unlawful purposes, died in the Government Civil Hospital on Monday night.

H. E. the Governor has appoined Police Inspector W. Withers to be an examiner of weights and measures under the Weights and Measures Ordinance, 1885, section 4, and also Inspector of dangerous goods under the Gunpowder and Fireworks Ordinance, 1901, section 14, in place of Inspector W. L. Ford, retired.

OWING to the wide circulation of news concerning Chinese labour for South Africa in Peking the Wai Wu Pu has notified the British Minister there to take steps for its suppression. His reply expressed deep regret for what had happened, and promised to take steps to the desired effect in future, and hoped that the people might not be deceived by mere rumours. The Wai Mu Pu will shortly instruct the authorities of Shuntienfu to issue proclamations for general information.—*Eastern Times.*

A CHINESE shopkeeper at West Point was rebuked by a *lukong* on Tuesday for behaving in a very disorderly manner with a number of girls in the public street. The Chinaman grew wrath at this interference with his freedom of action, and became more disorderly, threatening the *lukong* with severe punishment "under the English law" for such interference. Mr. Hazeland this morning administered the severe punishment, but it was to the disorderly shopkeeper, and consisted of a fine of $10, or 14 days. The fine was paid.

THE fire season is keeping up its record. Two on Wednesday night, and one Thursday night! The latter broke out at about six o'clock, in the shop of Hui Ling, No. 257 Des Vœux Road, Central. There were a number of tins of paint and oil on the premises, which are being redecorated prior to their opening as a Chinese boarding-house. It is understood that some of this fell on the firewood which was set fire to by sparks from the kitchen, communicating itself to the stairs. The Fire Brigade turned out under Mr. H. G. Baker, but they had little to do, the conflagration being got under before the damage amounted to more than $100. The place is not insured!

ON Tuesday Mangal Sam and Hazoora Singh, Indians on their way to Manila, to seek work, and at present living at the Sikh temple, Wanchai, went to a bath-house in Bullock Street and there met another Indian. It was arranged that two should bathe and the third watch the clothes together with a sum of $470 belonging to Mungal Sam. Hazoora Singh was chosen watchman. It was alleged at the police court yesterday that while his co-religionists were bathing, he transferred the $470 to his own pocket, and decamped. The matter was reported to the police, and shortly after Hazoora Singh was arrested at the Happy Valley by an Indian police sergeant. No money was found on him. Prisoner, who denied having seen the notes, was remanded for further inquiries.

MRS. S. W. Webb, of Killadoon, Wanchai, on Tuesday prosecuted her house-boy for refusing orders, and leaving her service without giving a month's notice. The accused stated that he wrote in the "servant's book" "a month's notice." Prosecutrix said he had no right to write anything in that book, and she did not take that as a notice. Mr. Hazeland said that if he did write that in the "servant's book" it was a month's notice. Prosecutrix had not the book, which was only for the servants to sign receipt of their wages in, in Court, and His Worship set back the case till 2.15 p.m. for its production.—Upon resuming this afternoon the book was produced, and something was written against the defendants' name in Chinese which the Court translator interpreted as "I give a month's notice." Prosecutrix said when the boy wrote in the book she asked him what he had written, and he said "that is my name." He said nothing about leaving, and as prosecutrix could not read Chinese she thought it was his signature for his wages. The boy was fined $5.

CHINA COAST METEOROLOGICAL REGISTER.

January 20th, 1905, a.m.

			Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	29.80	—	—	NE	2	—
Hakodate		"	29.73	—	—	E	4	—
Tokio		"	29.71	—	—	N	4	—
Kochi		"	29.75	—	—	N	0	—
Nagasaki		"	29.95	—	—	NW	4	—
Kagoshima		"	29.95	—	—	N	4	—
Oshima		"	30.00	—	—	NW	4	—
Naha		"	30.01	—	—	N	6	—
Ishigakijima		"	29.97	—	—	E	4	—
Taihoku	5	a.m.	29.96	—	—	E	2	—
Taichu		"	29.99	—	—	—	0	—
Tainan		"	30.00	—	—	E	2	—
Koshun		"	29.98	—	—	NE	2	—
Pescadores		"	29.96	—	—	S	2	—
Weihaiwei	9	a.m.	—	—	—	—	—	—
Gutzlaff		"	—	—	—	—	—	—
Sharp Peak		"	30.04	62	89	—	0	od
Amoy	6.30	a.	29.89	65	92	NE	1	m
Swatow		"	—	—	—	—	—	—
Canton	9	a.m.	—	—	—	—	—	—
Hongkong	10	a.m.	29.98	76	73	S	1	c
Victoria Peak		"	—	—	—	—	—	—
Gap Rock		"	29.95	—	—	S	3	—
Macao		"	29.95	77	—	SSE	1	c
Haiphong		"	—	—	—	—	—	—
Manila		"	30.00	75	67	W	1	b
Bacolod	9	a.m.	—	—	—	NE	4	b
Iloilo		"	29.93	81	—	NE	3	c
Cebu		"	29.95	83	—	N	2	b
C. St. James	10	a.m.	—	—	—	—	—	—

January 21st, 1905, a.m.

Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	29.92	—	—	SW	4	—
Hakodate		"	29.97	—	—	—	0	—
Tokio		"	30.06	—	—	NW	4	—
Kochi		"	30.03	—	—	E	2	—
Nagasaki		"	29.11	—	—	N	4	—
Kagoshima		"	30.11	—	—	—	0	—
Oshima		"	30.16	—	—	S	2	—
Naha		"	30.17	—	—	NE	2	—
Ishigakijima		"	30.13	—	—	NE	4	—
Taihoku	5	a.m.	30.16	—	—	—	0	—
Taichu		"	30.12	—	—	NE	2	—
Tainan		"	30.13	—	—	NE	2	—
Koshun		"	30.11	—	—	—	0	—
Pescadores		"	30.13	—	—	NE	6	—
Weihaiwei	9	a.m.	—	—	—	—	—	—
Gutzlaff		"	30.27	47	85	ENE	2	bv
Sharp Peak		"	30.23	57	88	—	0	og
Amoy	6.30	a.	30.13	58	81	NE	1	o
Swatow		"	30.17	59	94	NNE	1	o
Canton	9	a.m.	30.19	66	79	E	2	c
Hongkong	10	a.m.	30.21	66	78	E	3	c
Victoria Peak		"	—	—	—	ESE	3	—
Gap Rock		"	30.18	—	—	ENE	4	—
Macao		"	30.19	65	—	SE	2	c
Haiphong		"	—	—	—	—	—	—
Manila		"	30.08	79	76	WSW	1	b
Bacolod	9	a.m.	—	—	—	NE	2	b
Iloilo		"	29.99	78	—	ENE	3	b
Cebu		"	29.92	81	—	N	1	b
C. St. James	10	a.m.	—	—	—	—	—	—

Shipping.

Vessels in Port.

STEAMERS.

Agincourt, Br. s.s., 2,876, Worsnop, 3rd Oct.,—Hainan 1st Oct., Ballast.—Order.
Ailsacraig, Br. s.s., 2,200, A. D. Moody, 17th Jan.,—Moji 12th Jan., Coal.—M. B. K.
Anapa, Br. s.s., 2,257, J. M. Williamson, 5th Jan.,—Philadelphia 5th Nov., Paraffin.—S. O. Co.
Arcadia, Ger. s.s., 3,413, Th. Forck, 2nd Jan.,—Hamburg 15th Nov., Gen.—H. A. L.
Ascot, Br. s.s., 2,785, C. E. Cox, 28th Dec.,—Mororan 17th Dec., Coal.—D. & Co., Ld.
Chowfa, Ger. s.s., 1,055, F. Spiesen, 18th Jan.,—Bangkok 11th Jan., Rice, &c.—B. & S.
Empress of India, Br. s.s., 3,032, O. P. Marshall, R.N.R, 18th Jan.,—Vancouver, (B.C.) 26th Dec., and Shanghai 15th Jan., Mails and Gen.—C. P. R. Co.
Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.,—New York 7th Aug., 1904, Petroleum.—S. O. Co.
Fri, Nor. s.s., 860, N. G. Andersen, 17th Jan.,—Java 6th Jan., Sugar and Ground-nuts.—Order.
Gaelic, Br. s.s., 2,691, W. Finch, R.N.R., 18th Jan.,—San Francisco 13th Dec., Honolulu 20th, Yokohama 5th Jan., Kobe 7th, Nagasaki 9th, and Manila 16th, Mails and Gen.—O. & O. S. S. Co.
Hangsang, Br. s.s., 1,356, S. Wilde, 21st Jan.,—Shanghai 15th Jan., and Swatow 20th, Gen.—J., M. & Co.
Highlander, Br. s.s., 1,920, W. Dawson, 19th Jan.,—Moji 14th Jan., Coal.—D. & Co., Ld.
Hohnstein, Ger. s.s., 1,275, H. Hamer, 18th Jan.,—Sourabaya 7th Jan., Sugar.—L., W. & Co.
Hue, Fr. s.s., 705, Godineau, 27th Nov.,—Haiphong and Hoihow 26th Nov., Gen.—A. R. M.
Hyson, Br. s.s., 4,232, J. Davies, 21st Jan.,—Shanghai 18th Jan., Gen.—B. & S.
Indravelli, Br. s.s., 3,215, S. Cullington, 28th Nov.,—Shanghai 24th Nov., Ballast.—J., M. & Co.
Iyo Maru, Jap. s.s., 3,918, S. J. G. Parsons, 21st Jan.,—Shanghai 18th Jan., Gen.—N. Y. K.
Kalibia, Br. s.s., 3,149, F. Walker, 10th Jan.,—Kuchinotzu 5th Jan., Coal.—B. & Co.
Katharine Park, Br. s.s., 3,075, W. H. Capp, 12th Jan.,—Sasebo (Japan) 8th Jan., Light.—G., L. & Co.
Kensington, Br. s.s., 2,247, Dower, 3rd Jan.,—Callao via Panama and Yokohama 3rd Oct., Ballast.—J., M. & Co.
Laertes, Br. s.s., 1,351, J. B. Jackson, 20th Jan.,—Saigon 15th Jan., Meal and Rice.—Chinese.
Lightning, Br. s.s., 2,122, J. G. Spence, 16th Jan.,—Calcutta 31st Dec., Penang and Singapore 11th Jan., Gen.—D., S. & Co., Ld.
Longships, Br. s.s., 2,843, Clucas, 13th Jan.,—Yokohama 28th Dec., and Moji 7th Jan., Coal.—B. & Co.
Loosok, Ger. s.s., 1,020, E. Schultzen, 20th Jan.,—Bangkok 11th Jan., and Hoihow 19th, Rice.—B. & S.
Macguarie, Br. s.s., St. John George, 14th Jan.,—Moji 9th Jan., Coal.—G., L. & Co.
M. Struve, Ger. s.s., 966, P. Brandt, 18th Jan.,—Tamsui via Amoy and Swatow 17th Jan., Gen.—O. S. K.
Mathilde, Ger. s.s., 678, Surgensen, 20th Jan.,—Pakhoi and Hoihow 19th Jan., Gen.—J. & Co.
Ningchow, Br. s.s. 950, Purkes, 12th Jan.,—Gutzlaff 9th Jan., Gen.—Order.
Numantia, Ger. s.s., 2,803, H. Brehmer, 20th Jan.,—Portland and Japan 18th Dec., Gen.—P. & A. S. S. Co.
Persia, Aust. s.s., 3,779, P. Craglietto, 20th Jan.,—Singapore 14th Jan., Gen.—S., W. & Co.
Phu Yen, Fr. s.s., 1,299, Ducroiset, 16th Jan., Chinkiang 12th Jan., Ground-nuts, Beans and Gen.—B. & Co.
Powderham, Br. s.s., 1,497, A. B. Toms, 9th Jan.,—Barry Dock 12th Nov., Coal.—Order.
Progress, Ger. s.s., 687, F. Bremer, 16th Jan.,—Chefoo 11th Jan., Gen.—S. & Co.
Proteus, Nor. s.s., 1,024, C. Moller, 3rd Jan.,—Manila 28th Dec., Ballast.—E. A. T. Co.
Pundua, Br. s.s., 2,126, R. . Thomson, 20th Jan.,—Singapore 15th Jan., Gen.—J., M. & Co.
Seaward, U.S. transport, 350, Croskey, 28th Dec.—Manila 24th Dec.
Siberia, Am. s.s., 5,655, J. T. Smith, 17th Jan.,—San Francisco 17th Dec., and Shanghai 14th Jan., Mails and Gen.—P. M. S. S. Co.
Sikh, Br. s.s., 3,216, J. Rowley, 12th Jan.,—Durban 19th Dec., Ballast.—Order.
Stanley Dollar, Br. s.s., 1,870, Bruce, 3rd Jan.,—Moji 28th Dec., Coals.—S., T. & Co.
Swanley, Br. s.s., 2,980, Wm. Sheldrake, 10th Jan.,—Singapore 3rd Jan., Gen.—G., L. & Co.
Taishan, Br. s.s., 1,121, A. Jones, 14th Jan.,—Saigon 10th Jan., Rice, Meal and Gen.—B. & Co.
Taiyuan, Br. s.s., 4,459, L. Dawson, 21st Jan.,—Kobe and Kuchinotzu 16th Jan., Gen.—B. & S.
Tartar, Br. s.s., 2,768, F. W. Evans, 12th Jan.,—Vancouver 13th Dec., and Shanghai 9th Jan., Gen.—C. P. R. Co.
Tean, Br. s.s., 3,346, A. Sommerville, 20th Jan.,—Manila 16th Jan., Gen.—B. & S.

SAILING VESSELS.

Geo. T. Hay, Br. ship, 1,270, E. Spicer, 20th Dec.,—Cebu 26th Nov., Ballast.—A., K. & Co.

Ships Passed The Canal.

Outward—23rd December—*Radnorshire, Machaon, Alesia, Heathburn.* 27th December—*Baralong, Formosa, Benvorlich, Easby Abbey.* 30th December—*Albenga, Romulus.* 4th January—*Benalder, Glenfarg, Fallodon, Hall, Pak Ling, Macduff, Polynesien.* 7th January—*Ceylon, Shuntien, Stentor, Dalmany, Baron, Egremont, Valetta.* 10th January—*Benledi, Charente, Indrawadi, Merionethshire, Ithaka, Rhenama, Sandhurst, Knight of St George, Kennebec.* 13th January—*Caledonien, Japan, Patroclus, Swaat,* 17th January—*Prometheus, Scandia, Greenwich.*

Homeward—10th January—*Jason, Telemachus, Segovia.*

Arrivals at Home—23rd December—*Hindustan.* 27th December—*Manila, Machaon, Prinz Regent Luitpold.* 4th January—*Katsow.* 10th January—*Brisgavia, Claverburn, Jason, Slavonia.* 13th January—*Agamemnon, Heathglen, Preussen, Tourane.* 17th January—*Peru.*

Hongkong & Whampoa Dock Returns.

Agincourt	at	Kowloon	Dock.
Hué	"	"	"
Chihli	"	"	"
H.M.S. Centurion	"	"	"
U.S.S. Seward	"	"	"
Shun Lee	"	"	"
Tsingtau	"	"	"
Jacob Diederichsen	"	"	"
Sainam	"	"	"
Empress of India	"	"	"
Stanley Dollar	"	Cosmopolitan	"
Honam	"	"	"

	Jan. 20 at 10 a.m.	Jan. 20 at 4 p.m.
Barometer	29.98	29.87
Temperature	76	74
Humidity	73	74
Rainfall	—	—

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 $7,000,000 $250,000	1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 $16.41 for first half-year 1904	5 %	$715 buyers London £76
National Bank of China, Limited	99,925	£7	£7	$175,533 $191,973	$21,668	$2 (London 3/6) for 1903	5½ %	$38
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,400,000 81,739	$150,494	$17 for 1903	6¾ %	$250 sales & b.
China Traders' Insurance Company, Limited	24,000	$83.33	$25	$950,000 $151,992 $362,366 $371,445	Nil.	$4½ for year ended 30.4.1904	7½ %	$58 sales.
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 96 sellers
Union Insurance Society of Canton, Limited	10,000	$250	$100	$1,850,000 £20,000 $372,749 $893,110 $846,773	$2,078,997	$35 for 1903	5 %	$700 sales
Yangtsze Insurance Association, Limited	8,000	$100	$60	$700,000 $37,794	$486,284	$12 for 1902	8 %	$150 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $125,675 $2,561	$329,047	$6 dividend & $1 bonus for 1902	7½ %	$91 buyers.
Hongkong Fire Insurance Company, Limited	5,000	$250	$50	$1,170,288	$371,110	$22½ for 1902	6½ %	$340 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	$25	$25	none	Dr. $63,123	$5 for 1900	...	$23
Douglas Steamship Company, Limited	20,000	$50	$50	$185,000 $80,935	Nil.	$3 for year ended 30.6.1903	6 %	$33⅓ buyers
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$10	$250,000 $600,000 $157,555	$16,362	$1½ for first half-year 1904	10½ %	$27 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16=$5.378	4½ %	$124 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tl. 2 for 1904	9 %	Tls. 50 sales
Do. (Preference)	100,000						7½ %	Tls. 48 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000	£19,555	Interim of 1/- (Coupon No. 5) for 1904	4 %	25/- sellers
"Star" Ferry Company, Limited	10,000 10,000	$10 $10	$10 $5	$60,000 $15,093	$1,287	$1.80 & b. 40 cts. $0.90 & b. 20 cts. for year ending 30.4.04	5½ % 3½ %	$38 $29
Straits Steamship Company, Limited	5,000	$100	$100	$400,000 $211,175 $218,000 $130,153	$33,648	$5 for 2nd ½-year making $13 for 1903	9 %	$145 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 1½ for 1904	10 %	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	none	Dr. $147,717	Interim of $5 for 1904	...	$219
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $73,905	$3 for 1897	...	$20
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2½ for year ending 30.9.04	4½ %	Tls. 60 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7.70 sales
Oriental Consolidated Mining Company, Limited	50,000	G $10	G. $10	none	G $672,093	50 cents making G. $1 for 1904	6 %	G $18½
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,873	Dr. £4,029	No. 12 of 1/-=48 cents	...	$3½ buyers
Société Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,237 Fcs. 1,529,632	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	$470
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	$25	$25	$70,000	$10,517	$3.75 for 1903	8 %	$45 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ld.	70,000 10,000	$50	$50	$50,089 $250,000	$28,015	Interim of $2½ for 1904 First year	4½ % ...	$104½ old buyers $102 new sellers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$25,500	$505,471	$6 dividend and $2 bonus for first half-year 1904	7½ %	$217 sales
Howarth Erskine, Limited	17,000	$100	$100	$60,000	.....	$10 div. & $5 bonus for year end. 30/6/04	7½ %	$203 buyers
New Amoy Dock Company, Limited	6,000	$6½	$6½	$55,500	$489	$1½ for 1903	4½ %	$27 sellers
Riley Hargreaves & Co., Limited	6,000	$100	$100	$150,000	$40,936	$10 div. and $2½ bonus $7 dividend for 1903	6½ % 8 %	$190 sellers $111½
Do. (Preference)	2,750							
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 5 interim for 1904/5	8½ %	Tls. 129½ sales
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,000	Tls. 22,895	Interim of Tls. 4 for 1904	3½ %	$350 sales
Tanjong Pagar Dock Company, Limited	37,000	$100	$100	$2,100,000	$43,732	$6 for first half year 1904	4½ %	Tls. 167½ sales
Yangtsze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 %	$27 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	none	$9,989	$2½ for year ended 30.6.1904	6 %	Tls. 150 sellers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4	...	Tls. 55
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	.....	.....	Interim of Tls. 2	7½ %	$142 sellers
Hongkong Hotel Company, Limited	12,000	$50	$50	$100,000 $11,824 $20,000	$11,668	$5 for first half-year 1904	8 %	$145 sellers
Hongkong Land Investment and Agency Co., Ld	59,000	$100	$100	$500,000	$51,966	Interim of $6 for 1904	4½ %	Tls. 19 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87½ for the year ending 31.3.1904	7½ %	$12½ sales
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$200,607 $50,000	$9,177	90 cents for 1903	6½ %	$38½
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$636	$2.60 for 1903	7 %	Tls. 114 sa. & b.
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	...	Tls. 44 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3½	7 %	Tls. 120 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,726	Tls. 335	Interim of Tls. 3 for 1904	...	Tls. 12 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	5 %	$59 sellers
West Point Building Company, Limited	12,500	$50	$50	none	$1,362	Interim of $1½ for 1904	4½ %	Tls. 24 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	3½ %	$13 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	none	$22,862	50 cents for the year ending 31.7.04	...	Tls. 25 sales
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,727	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 25 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 150
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,638	Tls. 26,389	4 % for 1897	...	$100 buyers
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	$200	$200	$779	nil	$125 for year ending 30.6.1900	...	$9½
Philippine Company, Limited	7,500	$10	$10	.....	.....	First year	9 %	Tls. 65 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,691	Interim of Tls. 3	8 %	$12½ sales
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	$10	$10	$250,000 $25,000	$2,883	Interim of 50 cents for 1904	5½ %	$5
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	7½ %	$40 sellers
Campbell, Moore & Co., Limited	1,200	$10	$10	$5,000	$596	$3 for 1903	11½ %	$22 sellers
Central Stores, Limited	6,000	$15	$12	$20,000	$1,253	Interim of $1.20 for 1904	...	$100
Do. (Founders')	123					None	6½ %	$8 sellers
Do. (New Issue)	24,000	$15	$7½	.....	First year	Preferential of 7 per cent for 1904	4½ %	$13½ buyers
China-Borneo Company, Limited	60,000	$12	$2	none	Nil.	60 cents for 1903	8 %	Tls. 75 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	...	$10
China Light and Power Company, Limited	30,000	$10	$10	none	$3,739	None	9 %	$9
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$8,000	$1,581	80 cents for 1904	...	$12 buyers
Dairy Farm Company, Limited	25,000	$7½	$6	.....	.....	$1½ for year ending 31.7.1903	...	Tls. 10 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902	7½ %	$100
Fraser and Neave, Limited	4,500	$50	$50	$112,500	$2,706	$5 div. and $2½ bonus for 1903	5 %	$29 sellers
Green Island Cement Company, Limited	100,000	$10	$10	$150,000	$32,115	$1.50 for 1903	14 %	$24 sales
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$13,104	Interim of $1	7½	$160 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	6½ %	$15 buyers
Hongkong Electric Company, Limited	30,000 30,000	$10 $10	$10 $5	none	$1,747	$1.00 50 cents for year ending 30.4.1904	5½ %	$9 buyers
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$5,000	$2,796	$15 for year ending 30.11.1904	5½ %	$265 sellers
Hongkong Ice Company, Limited	5,000	$25	$25	$35,000	$5,844	Interim of $4 for 1904	6 %	$255 sales & b.
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$50,000	$8,395	$10 for 1903	6½ %	$155 buyers
Hongkong Steam Waterboat Company, Limited	15,000	$10	$10	$2,500	$299	Final of 70 cts. and 50 cts. bonus making $1.90 for the year ended 30.9.04	9½ %	$20
Katz Brothers, Limited	10,000	$100	$100	$375,000	.....	$13 for 1903	9½ %	$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none	$21,582	Interim of $5	8½ %	$140 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	4th quarterly of Tls. 5 paid 15.12.04 making in all Tls. 35, for 1904	13 %	Tls. 270 sales
Maynard and Company, Limited	3,400	$10	$10	none	$803	$2 for year ended 31.10.1903	7½ %	$27 buyers
S. Moutrie & Company, Limited	4,000	$50	$50	$5,000	$832	Final of $3 making $5 for the year ending 30.6.04	9 %	$55 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	None	Dr. $5,537	None	...	$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3½ for 1904	8 %	Tls. 105 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5½ %	Tls. 90 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904	7½ %	Tls. 165
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Interim of 15/- for 1904	6 %	Tls. 400 buyers
Singapore Dispensary, Limited	600	$50	$50	$6,000	$800	$5 for year ended 31.7.1903	6 %	$80
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $39,020	None	...	$25 nominal
Steam Laundry Company, Limited	5,000 10,000	$5 $5	$5 $3	none	$3,644	60 cents for year ended 31.5.04 First year	8½ % ...	$7 $4 buyers
Straits Ice Company, Limited	2,000	$100	$100	$45,000	.....	$7½ for second half year 1903	9½ %	$160 sales
Straits Trading Company, Limited	250,000	$10	$10	$650,000	$83,403	$1 div. and 25 cents bonus for half year ended 30.3.1904	6½ %	$39 buyers
Tientsin Native City Waterworks Company, Ld.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	T.Tls. 110
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6½ %	T.Tls. 130
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$20,000	$480	90 cents $29.70 for year ended 31.5.1904	9½ % 16½ %	$9½ buyers $180 buyers
Do. (Founders')	100	$10	$10					$9 sellers
Watkins, Limited	10,000	$10	$10	$4,802	$1,042	$1 for 1903	...	
William Powell, Limited	12,000	$10	$10	$3,000	$588	Final of 70 cents making $1.20 for the year ending 30.6.1904	9½ %	$12½

Printed and Published by JOSE PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, Ice House Road, in the City of Victoria, Hongkong.

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4753 | 曉六十月二十年十三緒光 | SATURDAY, JANUARY 21, 1905. | 六拜禮 | 號一廿月正英港香 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 9,520,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. LONDON.
NAGASAKI. NEW YORK.
LYONS. HONOLULU.
SAN FRANCISCO. SHANGHAI.
BOMBAY. NEWCHWANG.
TIENTSIN. LIAOYANG.
PEKING. DALNY.
KOBE.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TAKEO TAKAMICHI,
Manager.

Hongkong, 17th January, 1905. [20

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $17,000,000
Silver Reserve .....$ 7,000,000 }
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. | Hon. R. Shewan.
Hon. W. J. Gresson. | N. A. Siebs, Esq.
A. Haupt, Esq. | H. W. Slade, Esq.
H. Schubart, Esq. | E. S. Whealler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [25

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS FOR THE UNITED STATES IN CHINA AND THE PHILIPPINE ISLANDS.

CAPITAL AND SURPLUS AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,947,200
RESERVE FUND .....GOLD $ 3,947,200

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vœux Road,
Hongkong, 3rd January, 1905. [21

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months. 4 per cent
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24

FINEST
COD LIVER OIL.

HIGHLY recommended for COUGHS, COLDS, and all affections of the Chest and Lungs. It is highly nutritious, and, in fact, acts as a food, especially in cases of Consumption and wasting diseases.

IN BOTTLES AT $1, 1.75, AND 3.00 EACH.

THE PHARMACY,
藥 房 大 法 中
56, QUEEN'S ROAD CENTRAL,
Hongkong.

A. STEVENSON,
Chemist.

Hongkong, 20th December, 1904. [43

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1898 [57

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	FORMOSA ..... B. H. W. Snow	About 24th January	Freight and Passage.
SHANGHAI.....	CHUSAN..... H. W. Kenrick, R.N.R....	About 28th January	Freight and Passage.
LONDON, &c.....	COROMANDEL ..... G. M. Montford, R.N.R.	January 28th, Noon	*See Special Advertisement.*
MARSEILLES, LONDON and ANTWERP (Direct), VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	JAVA ..... S. Barchim	About 15th February	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 19th January, 1905. [2

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

:o:

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY, 1st February.
ZIETEN	WEDNESDAY, 15th February.
SACHSEN	WEDNESDAY, 1st March.
PRINZESS ALICE	WEDNESDAY, 15th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th March.
PRINZ HEINRICH	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSEN	WEDNESDAY, 10th May.

ON WEDNESDAY, the 1st day of February, 1905, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Capt. H. Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th January, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 31st January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 31st January.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

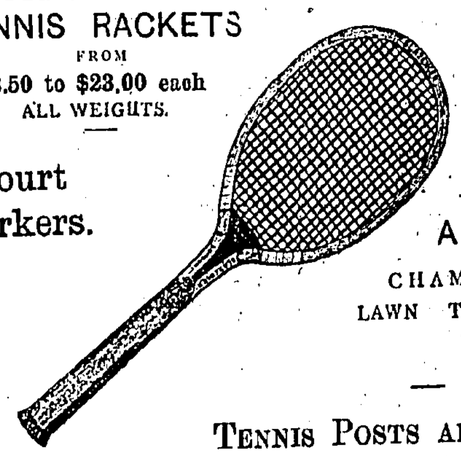
Hongkong, 18th January, 1905. [3

Intimations.

LANE, CRAWFORD & CO.,
HAVE JUST RECEIVED
NEW STOCKS OF

SLAZENGERS'
TENNIS RACKETS
FROM
$8.50 to $23.00 each
ALL WEIGHTS.

Court Markers.



PORTABLE TAPE TENNIS COURTS.

AYRES
CHAMPIONSHIP
LAWN TENNIS BALLS,
1905.

TENNIS POSTS AND NETS.

LANE, CRAWFORD & Co.

Hongkong, 16th January, 1905. [34

ASAHI BEER,

BREWED BY THE OSAKA BEER BREWING COMPANY, LIMITED,
OSAKA, JAPAN.

Telephone No. 75.

SOLE AGENTS FOR HONGKONG—
CALDBECK, MACGREGOR & CO.

15, QUEEN'S ROAD,
Hongkong, 17th January, 1905. [37

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

:o:

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mamoda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

38]

Intimations.

The Bovril Bottle

is familiar in the homes of Britishers the world over—in Great Britain itself Bovril is looked upon as the great national "stand-by" in case of failing strength. Bovril is the very embodiment of nourishment. It imparts strength in a most effective manner, and is, at the same time, extremely palatable.

BOVRIL

75]

IND COOPE'S STOUT.

A Light Stout of exquisite flavour, specially suitable for this climate.

Per Dozen Pints - - - - $2.35.

H. PRICE & CO.,
12, QUEEN'S ROAD,
Sole Agents.

Hongkong, 6th January, 1905 [36

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra Special $16.00 per case 12/1
White Label $24.00 „ „ 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [39

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17E, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45

ACHEE & CO.,
ESTABLISHED 1859.
祥利廣

FENDERS,
SCUTTLES,
FIRE HANDS,
WARMING STOVES,
COOKING RANGES, ETC,
BRASS AND IRON BEDSTEADS, BEDDINGS, BLANKETS, COUNTERPANES, SHEETINGS, HOUSEHOLD LINENS, ETC.

17A, Queen's Road, Central. Telephone 256.
Hongkong, 4th January, 1905. [41

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

77]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons,.....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " R. D. Thomas.
" "FATSHAN," .....2,260 " ..... " W. A. Valentine.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons,.....Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2.00 P.M.
Departures on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons,.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons,.....Captain J. Willox,
" "NANNING,".....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN".....Capt. B. Branch. S.S. "SANUI".....Capt. H. Black

Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiuhing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single $17.50, Return $30.00. Round trip tickets to Wuchow returning viâ Canton or vice versa $36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING"...Capt. R. Birss. S.S. "HONGKONG"...Capt. Maxfield

Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

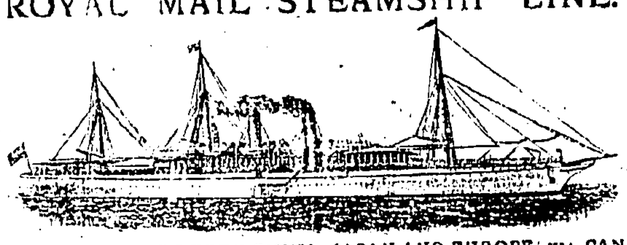
FARES:—Hongkong to Kong Moon.. .....Single $6.00
Hongkong to Kumchuk .....Single $7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905. [9

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR" ..... 4,425 Tons..... WEDNESDAY, 25th January.
" "EMPRESS OF INDIA"... 6,000 " ..... WEDNESDAY, 8th February.
" "EMPRESS OF JAPAN"... 6,000 " ..... WEDNESDAY, 8th March.
" "ATHENIAN"..... 2,440 " ..... WEDNESDAY, 15th March.
" "EMPRESS OF CHINA"... 6,000 " ..... WEDNESDAY, 29th March.
" "EMPRESS OF INDIA"... 6,000 " ..... WEDNESDAY, 19th April.

Hongkong to London, 1st Class.....*viâ* St. Lawrence £60. *Viâ* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 11th January, 1905. [10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SITHONIA ..... Hildebrandt	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	31st January.	Freight.
ARCADIA..... Förck	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	8th Feb.	Freight.
SPEZIA ..... Ehlers	HAVRE and HAMBURG. (Calling at S'PORE & COLOMBO).	15th Feb.	Freight.
ANDALUSIA ..... Filler	HAVRE, ANTWERP and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	27th Feb.	Freight.
SAMBIA..... Lüning.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th March.	Freight,
RHENANIA..... Behrens	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st March.	Freight and Passengers,
SUEVIA..... Kneisel.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th April.	Freight.

FOR NEW YORK VIA SUEZ.
NUBIA, Captain Habel, about beginning of April, Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 20th January, 1905 [4

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSSEN & CO.

Hongkong, 10th January, 1903. [57

LEVY HERMANOS,

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building. [51

Intimations.

IN THE MATTER OF THE OLIVERS FREEHOLD MINES, LIMITED.
IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that on and after SATURDAY, 7th January, 1905, the Liquidator is prepared to distribute a first and final Dividend of THIRTEEN CENTS per Share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the Undersigned, St. George's Buildings, Chater Road, Hongkong.

A. R. LOWE,
Liquidator.

Hongkong, 29th December, 1904. [1403

IN THE MATTER OF THE QUEEN'S MINES, LIMITED.
IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that on and after SATURDAY, 7th January, 1905, the Liquidator is prepared to distribute a first and final Dividend of NINE TENTHS OF ONE CENT per Share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the Undersigned, St. George's Buildings, Chater Road, Hongkong.

A. R. LOWE,
Liquidator.

Hongkong, 29th December, 1904. [1404

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 15th December, 1903 [44

SELF CURE NO FICTION!
MARVEL UPON MARVEL!
NO SUFFERER NEED NOW DESPAIR,

but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of

THE NEW FRENCH REMEDY
THERAPION,

a complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for discharges from the urinary organs, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pains and swellings of the joints, and all those complaints which mercury and sarsaparilla are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, distaste and incapacity for business or pleasure, love of solitude, blushing, indigestion, pains in the back and head, and all those disorders resulting from early error and excess which the faculty so persistently ignore, because so impotent to cure or even relieve.

THERAPION is sold by principal Chemists throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers required, and observe that the word 'THERAPION' appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd.,
Hongkong, China and Manila.

HOTEL DES INDES.

NOS. 2 & 3, STAMFORD ROAD,
SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade.
Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE,
Proprietor.
H. T. SARRE,
Manager.

Singapore, 4th October, 1904. [A

ST. GEORGE'S BALL.

A MEETING will be held at the CITY HALL on MONDAY, the 23rd January, 1905, at 5 P.M., to consider the question of the advisability of giving a ST. GEORGE'S BALL at the end of February.

His Honour the CHIEF JUSTICE has kindly consented to preside.

All Englishmen taking an interest in the matter are invited to attend.

Hongkong 17th January, 1905. [145

YOU—
WANT A SEWING MACHINE
WE WANT YOUR ORDER.
SINGER MANUFACTURING CO.,
1, WYNDHAM STREET.

Cash or terms for all grades of "SINGERS."

Hongkong, 6th January, 1905. [48

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vœux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.

Hongkong, 24th November, 1904. [63

ESPECIAL OLD TOM GIN.
Marshall and Elvy's
Satinette
DOUBLY DISTILLED
AND OF
MATURED AGE.
TO BE OBTAINED FROM—
THE MUTUAL STORES,
..... Des Vœux Road.

Hongkong, 11th May, 1904. [53

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [68

WEISMANN, LTD.

(CAFE WEISMANN.)

THE place *par excellence* in Hongkong for Refreshments of all descriptions,

Facing the Post Office, Queen's Road, Central.

Everything of the best, prepared and served under entirely European Management.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all kinds made to customers' own order and design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Café in the Orient.

Hongkong, 17th December, 1904 [46

IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,
10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.
Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are restful and give the effect of coolness.
Prices from $2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904. [40

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376
Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [76

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904. [47

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to	7.30 a.m.	...Every 30 minutes.
7.30 a.m. to	8.00 a.m.	...Every 10 minutes.
8.00 a.m. to	8.30 a.m.	...Every 15 minutes.
8.30 a.m. to	9.30 a.m.	...Every 10 minutes.
9.30 a.m. to	11.00 a.m.	...Every 15 minutes.
11.30 a.m. to	12.45 p.m.	...Every 15 minutes.
12.45 p.m. to	1.15 p.m.	...Every 10 minutes.
1.15 p.m. to	1.45 p.m.	...Every 15 minutes.
1.45 p.m. to	2.15 p.m.	Every 10 minutes.
2.15 p.m. to	3.00 p.m.	...Every 15 minutes.
3.30 p.m. to	5.00 p.m.	...Every 15 minutes.
5.00 p.m. to	8.00 p.m.	...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to	9.00 a.m.	...Every 15 minutes.
9.00 a.m. to	9.30 a.m.	...Every 30 minutes.
9.30 a.m. to	10.30 a.m.	...Every 15 minutes.
10.30 a.m. to	11.00 a.m.	...Every 10 minutes.
12.00 Noon to	1.00 p.m.	...Every 10 minutes.
1.00 p.m. to	5.00 p.m.	...Every 15 minutes.
5.00 p.m. to	6.00 p.m.	...Every 10 minutes.
6.00 p.m. to	7.00 p.m.	...Every 15 minutes.
7.00 p.m. to	8.00 p.m.	...Every 30 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 29th December, 1904. [65

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.
Consultation Free.

Hongkong, 30th July, 1904. [66

HONGKONG ELECTRIC TRAMWAYS.

TIME TABLE.

January, 1905, and until further notice.

KENNEDY TOWN TO CAUSEWAY BAY. (Daily).
Kennedy Town to Causeway Bay .. 7.30 A.M.
and every 5 minutes until ... 11.00 P.M.
Causeway Bay to Kennedy Town... 6.50 A.M.
and every 5 minutes until ... 10.30 P.M.

KENNEDY TOWN TO RACE COURSE (Daily).
Kennedy Town to Race Course ... 7.36 A.M.
and every 16 minutes until ... 6.00 P.M.
Race Course to Kennedy Town ... 6.56 A.M.
and every 16 minutes until ... 6.40 P.M.

CAUSEWAY BAY TO SHAUKIWAN ... (Daily).
Causeway Bay to Shaukiwan ... ... 7 A.M.
and every 18 minutes until ... 10.18 P.M.
Shaukiwan to Causeway Bay ... ... 7.36 A.M.
and every 18 minutes until ... 10.54 P.M.

WORKMEN'S CARS. (Daily Except Sunday).
Quarry Bay to No. 2 Police Station 6.55 A.M.
No. 2 Police Station to Quarry Bay 6 P.M.
Kennedy Town to Central Market 6.55 A.M.
Central Market to Kennedy Town 6 P.M.

Special tickets for School Children may be obtained on application to the General Manager. Price 100 Tickets $5.

Special Cars may be arranged for on application to the General Manager.

Special Race Course cars leave the Hongkong Hotel (daily except Sundays) at 6, 6.15, and 6.30 A.M. returning from the Race Course at 8, 8.15, and 8.30 A.M. respectively.

J. GRAY SCOTT,
General Manager.

Hongkong, 20th January, 1905. [158

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D. D. S.,
57, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904 [67

Hotels.

FOR HOTEL COMFORT AND THE BEST BILLIARDS
GO TO THE
KOWLOON HOTEL.
KOWLOON.
J. W. OSBORNE,
Proprietor and Manager

29]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [78

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [87

Intimation.

WM. POWELL, LIMITED.

HIGH-CLASS DRAPERS, DRESSMAKERS, MILLINERS, HOUSE FURNISHERS, AND GENTLEMEN'S OUTFITTERS.

AT "ALEXANDRA BUILDINGS,"

Des Vœux Road.

All the latest up-to-date Fancy Goods, Blouses, Ribbons, Chiffons, etc.

A CONSIGNMENT - - OF SPECIALLY- - - - SELECTED TRIMMED - MILLINERY HAS JUST ARRIVED FROM - - - EUROPE.

The height of Fashion is now displayed in our Show-rooms and Windows.

DRESSMAKING DEPARTMENT.

Satisfaction always given.

Everything done under First-class European Supervision.

All the latest fashion plates on view.

Prices moderate.

Estimates given for all kinds of Garments.

CHILDREN'S - - DEPARTMENT.

Boots and Shoes, Hosiery, Gloves, Caps, Coats, etc., etc.

IN OUR FURNISHING - DEPARTMENT

We have a splendid Stock of every kind and class of goods necessary to the well-furnished House:

Hotels, Ships, Hospitals, etc., furnished throughout.

Estimates—free of charge.

All work done by experienced workmen on the shortest notice.

GENTLEMEN'S OUTFITTING - - BRANCH.

28, QUEEN'S ROAD,

OPPOSITE THE CLOCK TOWER.

We have a good Stock of our well-known Footwear for Walking, Shooting, Tennis, Yachting, Cricket and Golf.

Hose for Cycling, Golf & Shooting.

Real Pigskin Puttee Leggings and Hammond's Patent Riding Leggings.

Fox's Spiral Puttees in Navy and Khaki.

Hats, Caps, Shirts, Waistcoats, Underwear,

etc., etc., etc.

Wm. POWELL, Ld.

HONGKONG.

Hongkong, 21st January, 1905. [35

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to sell by PUBLIC AUCTION, on MONDAY, the 23rd January, 1905, at Noon, at Nos. 85 and 87, Station Street, Mongkok, THE IN HING LOONG, Engineering Shop, Comprising:— ENGINE and BOILER, LATHES, DRILLING and PLANING MACHINES, OLD IRON, &c., &c., &c.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 20th January, 1905. [157

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 23rd day of January, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Victoria, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	NE.	W.	W. & S.W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1799.	Adjoining Garden Lot No. 1 near Robinson Road.	124'	63'	146'	161'	14,100	80	1,128

Hongkong, 14th January, 1905. [136

PUBLIC AUCTION.

THE Undersigned have received instructions from A. G. MORRIS, Esq., to Sell by PUBLIC AUCTION, ON TUESDAY, the 24th January, 1905, at 2 P.M., within his residence, No. 10, Kennedy Road, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE THEREIN CONTAINED, Comprising:— PLUSH-COVERED DRAWING ROOM SUITE, JAPANESE INLAID CABINET, OVERMANTELS, MOROCCO-COVERED DINING ROOM SUITE, TEAKWOOD SIDEBOARD with BEVELLED GLASS, ICE CHEST, GLASS and CROCKERY WARE, BRASS FENDERS, BRASS BEDSTEADS with WIRE and HAIR MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, AMERICAN ROLLED-TOP DESK, DRESSING TABLES, LADY'S DESK, COOKING STOVE and UTENSILS, &c., &c., &c.;

ALSO

One COTTAGE PIANO by Collard and Collard, London;

AND

A Great Quantity of PLANTS in Pots. Catalogues will be issued,

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 20th January, 1905. [151

PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to sell by PUBLIC AUCTION, ON WEDNESDAY, the 25th January, 1905, at Noon, alongside the Wardley Street Wharf,

The Steam Launch "HOI PING,"

Length 63 feet 6 inches, Depth 7 feet 3 inches, Breadth 12 feet 5 inches; Compound Cylinder Engines and Boiler, Engine Room and Stokehold Implements, Two Anchors and One Chain, Side Lights, &c., &c., &c.;

AND

The Steam Launch "RISING STAR."

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 20th January, 1905. [156

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on WEDNESDAY, the 25th January, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, Comprising:— TEAKWOOD SIDEBOARD and DINNER WAGGONS with BEVELLED GLASS, OVERMANTELS, TEAKWOOD WARDROBE with BEVELLED GLASS, ELECTRO-PLATED and GLASS WARE, CARPETS, CANTON BLACKWOOD WARE, &c., &c., &c.;

ALSO

2 COTTAGE PIANOS, (one by Collard and Collard, London).

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 20th January, 1905. [152

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. KRUSE & Co., to Sell by PUBLIC AUCTION, ON THURSDAY, the 26th January, 1905, commencing at 12 o'clock, Noon, at his Sales Rooms, Duddell Street, WITHOUT RESERVE.

Their stock of Bicycles of the Pope Manufacturing Co., Hartford, comprising:— COLUMBIA'S (Chainless & Chain) Ladies' & HARTFORD'S ..... Gents'.

All Machines are new, and in perfect condition; guaranteed direct from the Factory.

TERMS:—As customary.

On view on Day of Sale.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 20th January, 1905. [154

ELIS KADOORIE CHINESE SCHOOLS' SOCIETY.

PRIZE LIST.

The following is printed in continuation of our report of the distribution of prizes which appeared in our columns last evening:—

CLASS IA.

Dux of the School and Blake Scholarship, Lau Iu Chung.

College Scholarship, 1st, Lai Ki Hong; 2nd Wong Yuk Nam; 3rd, Wong Yau Ming.

Attendance, Lai Ki Hong; Wong Yau Ming.

Recitation, Lai Ki Hong.

CLASS IB.

College Scholarship, 1st, Ho Pak Ku; 2nd, Chau Yau Tong; 3rd, Cheng In Choi.

Attendance, Chau Yau Tong.

Recitation, Chau Yau Tong.

CLASS II.

Ho Kam Tong Scholarship. Ho Pak Kwing.

College Scholarship, 1st Tsang Kwong; 2nd, Sham Wai Ching.

Recitation, Chau Tai Him.

CLASS III.

College Scholarshp, 1st, Fok Lau Fong; 2nd, Chin Ki; Leong Ki Lok.

Recitation, Pun Chun Wun.

CLASS IV.

Ho Kam Tong Scholarship, Leung Im.

College Scholarship, 1st, Leung Hing Chu; 3rd, Wong Fuk Yau.

Attendance, Leung Hing Chu.

Recitation, Chiu Chan Chiu.

CLASS V.

College Scholarship, 1st, Su Kwong Kwan; 2nd, Kom Wing Sun.

Recitation, Su King Chi.

CLASS VIA.

College Scholarship, 1st, Fung Kwai; 2nd, Wong Chung Sing; 3rd, Lau Wa Tung.

Attendance, Fung Kwai.

Recitation, Tsang Tsoi U.

CLASS VIB.

College Scholarships, 1st, Kau Ping Fai; 2nd, Li Cheuk Ying; 3rd, Tsu Chit Po.

Recitation, Li Cheuk Ying.

CLASS VIC.

College Scholarship, 1st, Mui Tat Yuen; 2nd, Chan Iu Kai; 3rd, Lau Lun Chung.

Recitation, Su Kwan Fat.

CLASS VID.

College Scholarship, 1st, Mok Sik Lau; 2nd, Lam Shing Kwai; 3rd, Fung Shin Ling.

Recitation, Cheung Iu.

PRIZES FOR COMPLETE ATTENDANCE.

Class IB. Tam Pui Chuen, Chan Chok Piu; class, II., Chan Tai Him, Siu Kuk, Chan Kam Cheung; class IV., Chan Ting Fong; class V., Lam Kwok To, Sin Wing Kwong, Kwok Kam Tsun, Lam Tso Tak, Fung Yuk Wing, Cheng Wai Tsun; class VIB., Chan Hing, Siu Cheung Yung.

CHINESE DEPARTMENT.

Class I, 1st, Cheng Pak Kun; 2nd, Lam Sin Cheung.

Class II, 1st, Chiu Kim; 2nd, Yung Yau Sik.

Class III, 1st, Leong Ki Lok; 2nd Chan Seung Chi.

Class IV, 1st, Leung Hing Chi; 2nd, Wong Sik Tung.

Class V. 1st, Leung Ping; 2nd, Chan Pak Cheung.

Class VI. 1st, Li Tam; 2nd, Cheung Tsung Kwan.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

The balance sheet to be presented at the forthcoming meeting is as follows:—

31st December, 1901.

Liabilities.

Capital		$5,000,000.00
Equalization of dividend fund		250,000.00
Accounts payable		1,502,830.76
Balance of profit and loss account	$672,291.44	
Less interim dividend paid	300,000.00	
		372,291.44
		$7,125,122.20

31st December, 1904.

Assets.

Cash	$ 6,778.17
Amount advanced on mortgage	1,641,753.00
Amount invested in property	5,431,111.12
Furniture account	4,111.79
Accounts receivable	41,368.12
	$7,125,122.20

PROFIT AND LOSS ACCOUNT.

Dr.

December 31, 1904.

To interim dividend of 6% for the half-year		$300,000.00
To charges account		28,441.19
To repairs to house property		13,289.95
To advertising		940.70
To fire insurance		15,488.73
To balance to be appropriated as follows:—		
Directors' fees	$ 7,500.00	
Managing directors' fees	25,915.74	
Auditors' fees	1,000.00	
Final dividend of 6% for the half-year	300,000.00	
Balance to be carried to new account	37,875.70	
		372,291.44
		$730,452.01

Cr.

Jan. 1, 1904.

By undivided profits, 1903		$ 51,966.63
Dec. 31.		
By interest on mortgages	$148,008.69	
Less—interest on loans payable	94,607.77	
		53,400.92
By rents		273,999.37
By commission		8,380.15
By scrip fees		251.00
By profit on sales of property		91,343.94
By unclaimed dividends		1,200.00
By transfer from equalization of dividend fund		250,000.00
		$730,452.01

A. SHELTON HOOPER, Secretary.

We have compared the above statement with the books, vouchers and securities of the company and have found the same to be correct.

T. ARNOLD, C. W. MAY } Auditors.

Hongkong, 10th January, 1905.

THE WEST POINT BUILDING CO., LD.

Following is the balance sheet to 31st December, 1904.

Liabilities.

Capital		$625,000.00
Accounts payable		795.87
Balance of profit and loss account	$41,797.11	
Less interim dividend paid	18,750.00	
		23,047.11
		$648,842.98

Assets.

Cost of property	$611,830.80
Cash	37,012.18
	$648,842.98

PROFIT AND LOSS ACCOUNT.

Dr.

December 31, 1904.

To Fire insurance		$3,247.75
" Charges,		565.37
" Crown rent and rates,		9,042.14
" Repairs to buildings, &c.,		2,197.50
" Commission to agents,		2,128.13
" Interim dividend of $1.50 for half-year,		18,750.00
" Balance to be appropriated as follows:—		
Directors' fees,	$500.00	
Auditor's fees,	50.00	
Dividend of $1.70 per sh.,	21,250.00	
Balance to be carried to new account	1,247.11	
		23,047.11
		$58,978.00

Cr.

January 1, 1904.

By Balance brought forward,	$1,362.54
December 31st, 1904.	
By Rent	56,224.14
" Interest	1,355.32
" Scrip fees	36.00
	58,978.00

A SHELTON HOOPER, Secretary to the Hongkong Land Investment & Agency Co., Ld., General agents for the West Point Building Co., Ld.

Examined,

C. P. CHATER, A. J. RAYMOND, } Directors.

I have compared the above statement with the books and vouchers of the company and have found the same to be correct.

C. W. MAY, Auditor.

Hongkong, 10th January, 1905.

THE COLLINS TRIAL.

AT YOKOHAMA.

H. B. Collins, British subject, without any definite profession, residing at No. 179, Yamashita-cho, Yokohama.

In the preliminary trial of the above named defendant charged with conveying military secrets to the enemy it is decided, after due trial, as follows:—

The defendant is committed for trial for felony to be tried in the Yokohama Local Court.

The said defendant is permitted to protest against the above decision within three days from the date of the receipt of this decision.

THE REASON FOR THE DECISION.

The above named defendant lived in Yokohama, brought up by his parents when he was an infant and left Japan sometime on the 30th year of Meiji (1897) for China, and in the last three years he was in Port Arthur, being employed by a certain firm there. However, after the commencement of the war between Russia and Japan he left Port Arthur and went to Tientsin sometime in June of the 37th year of Meiji (1904) when he was asked by Colonel Ogorotonikoff of Russia to go to Japan to find out military secrets in Japan and to report upon the same and consented to the same and received a letter of introduction to Major General Dessino of Russia in Shanghai and $1,000 as passage money. At the beginning of the next month (July 1904) he arrived in Shanghai and had an interview with Major General Dessino and again was asked to find out the military secrets of Japan and report upon the same and consented to the request and that all the correspondence should be made in cipher either in letter or in telegraphic message and he copied the ciphers from a copy in the hands of Major General Dessino and with ciphers the above defendant arrived at Yokohama and stayed at Paris Hotel, No. 179 Yamashita-cho, Yokohama, on the 18th July and there endeavoured to find out military secrets in Japan and on the 24th October of the same year by using the ciphers referred to wrote a letter addressed to Major General Dessino mentioning the date and hour of the transportation of the Japanese army and the number of soldiers and the object and plan, when they would arrive at their destination, etc., which are the military secret of the Japanese army. The letter was posted on the 29th October, but was seized by the Japanese authorities in charge at Nagasaki.

The facts above mentioned are sufficiently proved and article 1 of the laws for protecting military secrets will be applied to him and he is charged with felony and we decided, as herein before mentioned according to article 168 of the criminal procedure of Japan.

Dated 27th December in 37th year of Meiji (1904.)

(Signed) Judge MAYEZAWA, Clerk of the Court YOSHINO.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/11⅝
Do. demand	1/11 11/16
Do. 4 months' sight	1/11⅞
France—Bank T.T.	2.47½
America—Bank T.T.	48
Germany—Bank T.T.	2.01
India T.T.	146½
Do. demand	147
Shanghai—Bank T.T.	Nominal
Japan—Bank T.T.	97
Java—Bank T.T.	118½

Buying.

4 months' sight L/C.	2/0
6 months' sight L/C.	2/0½
30days' sight San Francisco & New York	48½
4 months' sight do.	49½
30days' sight Sydney and Melbourne	2/0½
4 months' sight France	2.5½
6 months' sight "	2.53
4 months' sight Germany	2.05½
Bar Silver	27½
Bank of England rate	3 %

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

		Per chest
Malwa New	@	1,070
" Old	@	1,150
" Older	@	1,220/1,260
Patna New	@	1,137
Benares New	@	1,085
Persian (Paper)	@	710/900

Intimations.

A. S. WATSON & CO., LIMITED.

Established 1841.

AERATED WATER MANUFACTURERS.

NOTICE.

WE beg to notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to

A. S. WATSON & CO., LIMITED, Aerated Water Manufactory, Des Vœux Road Central.

PRICE LIST:

$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

	Per Doz.
Soda Water	$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1391

THE VICTORIA DISPENSARY.

NOTICE.

WE beg to notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to

THE VICTORIA DISPENSARY.

PRICE LIST:

$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

	Per Doz.
Soda Water	$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1392

WATKINS, LIMITED.

NOTICE.

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An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

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WATKINS, LIMITED.

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Soda Water in Bombay Bottles	1.80
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Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemonade	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1393

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the SEVENTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on MONDAY, the 30th January, 1905, at 11.45 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1904.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, the 21st January, to MONDAY, the 30th January, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,

A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Ld., Ceneral Agents for the West Point Building Co., Ld.

Hongkong, 10th January, 1905. [120

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the SEVENTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on MONDAY, the 30th January, 1905, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1904.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, the 21st January, to MONDAY, the 30th January, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary.

Hongkong, 10th January, 1905. [121

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the SIXTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on MONDAY, the 30th January, 1905, at 2.30 P.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1904.

The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, the 24th January, to MONDAY, the 30th January, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Ld., General Agents for the Kowloon Land and Building Co., Ld.

Hongkong, 13th January, 1905. [122

Intimations.

DONE BY TRYING.

"Nobody can tell what he can do till he tries. When a thing ought to be done the modern spirit moves us to keep working away at it until it is done. In the face of this idea the "impossible" vanishes. Where there's a will, there's a way. "If we could but rob cod liver oil of its sickening taste and smell and then combine it with two or three other ingredients we should possess the best remedy in the world for certain diseases that are now practically incurable." So said a famous English physician twenty-five years ago. "But it will never be done," he added. "You can no more turn cod liver oil into a pleasant palatable medicine, than you can turn the Codfish itself into a Bird of Paradise." Yet he lived to admit that in

WAMPOLE'S PREPARATION

the "impossible" had been accomplished. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites, Extracts of Malt and Wild Cherry. This remedy is freed from the bad peculiarities Dr. Frothingham so detested, and it is precisely the splendid medicine he wished for. Use it freely and confidently for Anemia, Hysteria, Wasting Complaints, Blood Impurities, Asthma, and Throat and Lung Troubles. Dr. W. H. B. Aikins, F. R. C. P., London,—M. D. C. M., Victoria University,—M. B., Toronto University,—Consulting Physician to Home for Incurables, Physician to Toronto General Hospital, says: "I am much pleased to state that the results from using Wampole's Preparation of Cod Liver Oil have been uniformly satisfactory; it appealed to me as being prepared according to correct scientific principles." It increases the appetite and influences the digestion of food; it is delicious to take, will not disappoint you and is effective from the first dose. "It represents the dawn of progress." At chemists everywhere.

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HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that on and after this date Interest at the rate of 8% per annum will be charged upon all Calls in respect of SHARES NOT FULLY PAID UP from the day appointed for Payment of such Calls, namely 3rd January, 1905.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 11th January, 1905. [123

Notice of Firm.

NOTICE.

THE Interest and Responsibility of the late JAMES PARK WINGATE (deceased) in our Firm ceased on 31st December, 1904.

TAIT & Co.

Amoy, 1st January, 1905. [98

THE WINE GROWERS SUPPLY CO.

TRADE MARK

BARRETTO & Co., General Agents, Hongkong.

PORT WINE.

Direct shipment from the COMPANHIA AGRICOLA E COMMERCIAL DOS VINHOS DO PORTO, (Successors to DONNA ANTONIA A. FERREIRA).

Monopoly for China of THE WINE GROWERS SUPPLY CO.

		Per Case of 1 Dozen.
Dry No. 1	Selected Old Port	$50.00
" " 2	" " "	35.00
Quinta do Porto	" " "	30.00
Dry No. 3	" " "	25.00
Quinta da Granja	" " "	20.00
Tawny, 1887, Vintage	" " "	15.00
Tawny, (White Label)		14.00
Medium Tawny, (Brown Label)		13.00
White Tawny, (White Label)		12.00
Full Wine, (Brown Label)		11.00
White Tawny, (Brown Label)		10.50
Light Tawny, (Brown Label)		10.00

FRENCH CLARETS.

St. George	$4.00	$5.00
Cru-Wynbron	4.50	5.50
Côtes	5.00	6.00
Montferrand	5.50	6.50
Médoc	6.00	7.00
St. Emilion	6.00	7.00
St. Estephe	6.50	7.50
St. Julien	7.50	8.50
St. Estephe Superior	9.00	10.00
Chateau Margaux	9.00	10.00
Chateau Leoville	9.00	10.00
Chateau Lafite	10.00	11.00
Chateau Larose	10.50	11.50

BURGUNDIES.

	Per Case Quarts.	Per Case Pints.
Volnay vin 1893	$14.00	$16.00
Moulin a Vent vin 1893	14.50	16.50
Macon vin 1899	17.00	19.00
Nuits vin 1893	17.50	19.50
Musigny vin 1893	18.50	20.50
Corton vin 1893	18.50	20.50
Chablis vin 1893	19.00	21.00
Beaune vin 1893	19.00	21.00
Pommard vin 1899	29.00	31.00
Red Burgundy	30.00	32.00
Chambertin vin 1899	39.00	42.00
Romance vin 1893	40.00	43.00

BARRETTO & Co., *Agents,* Nos. 22 & 24, Bank Buildings, Queen's Road Central,

Hongkong, 19th October, 1904. [42

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—$30 per annum.

WEEKLY—$13 per annum.

The rates per quarter and per mensem, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional $1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 21, 1905.

RESTORATION OF WEIHAIWEI.

It has been announced in the Northern capital that, in consideration of the fall of Port Arthur, now being occupied by the Japanese, the Wai Wu Pu has notified the British Minister at Peking that Weihaiwei should be returned to China. In making such a request the Board of Foreign Affairs cannot be accused of any undue haste when consideration is given to the fact that, according to the Convention, the moment Russian occupation of Port Arthur ceases British tenure of Weihaiwei is at an end, and the position dominating the approaches to the Gulf of Pechili reverts to China. Whether the strategic importance of Weihaiwei is of such value as to warrant negotiations being opened with a view to the purchase of the port and the adjacent land, or their acquisition by a lengthy lease, is a question upon which experts are divided. Admiral Seymour strongly approved of the position which, if adequately fortified would, he thought, be one of great strength, while the presence of the British flag at this point would add greatly to the prestige and confidence of Britishers in the China Sea. When we took it over in 1898 we set about building fortifications and forts, spent large sums of money on the place, and intended to make it the headquarters of a new Chinese Staff Corps, on the pattern of the Indian, comprising artillery, cavalry, and infantry regiments, to be raised among the Chinese. Suddenly, and without any apparent reason, the transport of armament and the work on the fortifications was stopped. We broke our word to hundreds of Chinese who had taken service with us for three years, and dismissed them with three months' pay, much to their indignation. Then, in deference to strong criticism at home, we decided to retain 500 men of the Chinese Regiment, at the same time as we let our expensive works crumble away and gave every indication of relaxing our hold upon the place and evacuating. Great Britain has always begrudged the outlay necessary for safeguarding her interests, and for years past her policy in Asia has been that which has prompted her to maintain the Empire 'on the cheap.' At Weihaiwei we have staked much without effecting any insurance; and for the security of our capital we have relied on luck. The result is doubtful, but if we decide on remaining in possession the cost of so doing must not be shirked: our strength must be increased until it reaches the same standard as that of our rivals in the neighbourhood. If, on the other hand, we finally decide to evacuate the withdrawal would most certainly be regarded as further evidence of our weakness, and would be another blow to our diminished prestige in the Far East. If, when before taking it over, we did not mean to keep it, we should have left Weihaiwei alone. On the other hand there can no doubt that Sir Ernest Satow, British Minister to China, who is an aggressive defender of our possessions and prestige in these parts, is likely to favour the extension of the naval base, while Japan would undoubtedly strengthen his hands in proposing the retention of the position. Much, of course, depends upon what is decided regarding Port Arthur. Coerced by France, Russia, and Germany Japan quitted the stronghold, which, in 1895, had been ceded to her by China as part of the fruits of victory, upon the understanding that it should not be occupied by any other Power. Yet within three years it was in Russian occupation as a fortified base. Japan has since regained it, and should she be asked to again evacuate it will do China no service, much less herself, to abandon it merely to let it fall again into other hands. Nor could she be expected to hand over a position of such political importance in her relations with China merely to give prominence to other Powers stationed in the vicinity. If she quits while we and Germany remain at Weihaiwei and Kiaochau, respectively, what compensation would Japan have for the sacrifices she has made? From considerations such as these a great diplomatic conflict may be pending, and one in which a Power cannot expect of another an exercise of self-denial it may not be prepared to show itself.

LOCAL AND GENERAL.

A TEAKWOOD launch capable of steaming nine knots is to be built for the Postal Department.

RUSSIAN deserters caught at the frontier are flogged with merciless brutality, four soldiers laying on at a time, until 200 blows are administered.

MESSRS. Benjamin, Kelly and Potts as agents for the Philippine Co. Ltd., Fabrica de Tabacos y Cigarrilios, send us an almanac for the current year.

THE Rev. Forbes Phillips, in the course of a paper which he read to the Playgoers' Club, said that the bishops had kind hearts beneath their gaiters.

H. E. the Governor has appoined Police Sergeant G. Sim to be Sanitary Inspector under the Public Health and Buildings Ordinance, 1903, for Aberdeen.

ANOTHER case of plague is reported from Mongkoktsui. This is the seventh case notified as having occurred in the Colony since the beginning of the year.

MR. John Uhnweiller, aged 103, who served under Napoleon as a drummer boy at the Battle of Waterloo, has been accidentally burned to death at Dallas, Texas.

IT is officially notified that, in three months' time The Tientsin Stables, Limited, will unless, cause is shewn to the contrary, be struck off the register, and the Company will be dissolved.

H. E. the Governor has appoined Police Inspector W. Withers to be an examiner of weights and measures under the Weights and Measures Ordinance, 1885, section 4, and also Inspector of dangerous goods under the Gunpowder and Fireworks Ordinance, 1901, section 14, in place of Inspector W. L. Ford, retired.

HIS Honour Judge Sercombe Smith is still indisposed, and it may be some days before he will be able to resume his duties in the Civil Summary Court. In the meantime, the Chief Justice has been exceptionally hardworked, so many cases in Summary Jurisdiction having accumulated during the holidays.

HARMSTON'S Circus have been having a very busy time of it in Manila, though things are now somewhat on the wane. The agent of the Company, Mr. R. Alton, is now in town, and it is possible that the Circus will appear for a brief season in Canton. The troup passes through here in a fortnight's time, and if the Canton project falls through, Bangkok will probably be their destination.

PROGRAMME of music to be performed by the band of the 93rd Burma Infantry, on the New Parade Ground, on Monday next, from 4.30 to 6 p.m.:—

March ..... "Dixieland" ..... Haines.
Overture ..... "Der Zigonnerbaron" ..... Strauss.
Selection ..... "Veronique" ..... Messager.
Cornet Solo ..... "Still Wie die Nacht" ..... Bohm.
Selection ..... "The Orcadi" ..... Ivan Caryll.
Valtz ..... "Il Bacio" ..... Arditi.
God save the King.

IT is notified that the King has not been advised to exercise his power of disallowance with respect to the Ordinance to provide for the recovery of charges incurred on account of imbecile persons introduced into the Colony; the Ordinance to amend the Chinese Emigration Ordinance, 1889; and the Ordinance to amend the Imbecile Persons Introduction Ordinance 1904.

THE "tall, fair, and considered good-looking" young gentleman who recently advertised in a matrimonial journal with the usual object, and who gave an address at Shanghai is certainly having a run for his money. His public appeal to accomplished young ladies has been reproduced in many of the journals in the Far East and is now being shuttlecocked backwards and forwards by the Press of several ports.

A BOXING contest is announced to take place at the City Hall on Saturday, February 4. J. Christie will be matched against King (the middle-weight champion of the 2nd Royal West Kent Regiment) in a fifteen-round contest, and Newman (who recently fought Preston, of the *Amphitrite*, at Shanghai) will meet Roberts (welter-weight champion of the same regiment) in a ten-round bout. There will be several preliminary bouts and an enjoyable evening's sport is anticipated.

REGULATIONS respecting the firing of crackers during the coming China New Year have now been issued. It will be as well to bear in mind that persons can be arrested for throwing burning crackers or other fire above the head or near any person or inflammable material. All reasonable precautions must be taken against accident, as every one is liable for damage arising from his carelessness. The firing of crackers is not to be carried on in the vicinity of places of Christian worship during divine service on Sunday, the 5th February.

ON Tuesday Mangal Sam and Hazoora Singh, Indians on their way to Manila, to seek work, and at present living at the Sikh temple, Wanchai, went to a bath-house in Bullock Street and there met another Indian. It was arranged that two should bathe and the third watch the clothes together with a sum of $470 belonging to Mungal Sam. Hazoora Singh was chosen watchman. It was alleged at the police court yesterday that while his co-religionists were bathing, he transferred the $470 to his own pocket, and decamped. The matter was reported to the police, and shortly after Hazoora Singh was arrested at the Happy Valley by an Indian police sergeant. No money was found on him. Prisoner, who denied having sen the notes, was remanded for further inquiries.

THE CHINA AND MANILA STEAMSHIP CO., LTD.

THE EFFECT OF JAPANESE COMPETITION.

At the Supreme Court this morning, in Original Jurisdiction, the Chief Justice (Sir Henry S. Berkeley) had before him, a petition of the above company to confirm a special resolution reducing the capital of the company from $1,500,000 to $750,000.

There was no opposition on the part of creditors or shareholders.

Hon. Mr. E. H. Sharp K.C., (instructed by Messrs. Deacon, Looker and Deacon) supported the petition, and said it was an application to confirm a special resolution passed at two extraordinary general meetings of the company, held last October, for the reduction of the capital of the company from one million, five hundred thousand dollars, divided into thirty thousand shares of $50 each, to seven hundred and fifty thousand dollars, divided into the same number of shares at $25 each. The application was made under section 59 of the Companies' Ordinances (1 of 1865). He asked for that confirmation, as further provided under article 42 of their Articles of Association. The circumstances of the application were these. An amount of $606,000 at capital, had during the last few years been unfortunately lost, and the Company wished to wipe that off. Particulars of this loss were shown in the account of assets and liabilities before the Court. The causes of the loss, as His Lordship would see, were severe competition during the past few years, especially from Japanese steamers, which as his Lordship knew were furnishing very severe competition in this part of the world, in consequence of their ability to run their steamers at a much cheaper rate, and the company had felt this competition very severely indeed. Also the loss was due to the general decline of business from Manila. These causes had led to no dividend being paid since 1901, and it was perfectly clear the loss was a permanent one. Under these circumstances the procedure was very simple. They had to take three preliminary steps which they had taken. These were that a special resolution must be passed by the company; after that a petition must be filed in the Court to confirm that resolution, and the words "and reduced" added to the name of the company temporarily; and thirdly the petition must be advertised, all of which had been done. He also asked the Court to approve a minute which had been passed by the company. Counsel continuing, said he really asked His Lordship to do four things. (1) To confirm the resolution; (2) to approve the minute; (3) to allow them to dispense with the further use of the words "and reduced," and (4) to direct the usual advertisement of the Order. The usual course in that Court was to advertise in the *Gazette*, and in one English and one Chinese newspaper.

His Lordship made an order, confirming the resolution, approving the minute, sanctioning the removal of "and reduced" after the company's name, and directing that the order be advertised in the usual manner.

THE LIABILITY OF HOTEL KEEPERS.

A MISSING DRESSING GOWN.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley, Mr. E. A. Nicholls brought an action against the proprietors of the Peak Hotel, to recover $20, the value of a dressing gown, alleged to have been lost by the defendants' negligence.

Mr. G. E. Morrell appeared for the plaintiff, and the defendants were represented by Mr. G. L. Duncan, formerly Manager of the Hotel.

Plaintiff said that he went to stay at the Peak Hotel on the 28th September, leaving at the end of a month. The day he was leaving he packed up a quantity of valuables, curios, etc., and told the boy, (who he understood was a substitute for the regular room servant) to pack up his clothes in his trunks. On his return at tiffin, the boy, in reply to his question said he had packed up everything, so witness, who was in a hurry, locked the trunks, and his luggage was removed to Craigieburn. The same evening when he unpacked his trunks he could not find his dressing gown. He complained to the defendants, but they were unable to find the garment, and denied liability. He had had the gown some time. It cost thirty-five shillings in England. He was quite sure he left the gown to be packed by the boy.

His Lordship remarked that by section 3 of the Ordinance, an innkeeper was not liable unless the same had been stolen through the wilful act or default of the innkeeper or his servant. (To Plaintiff): Did you have a key to your room?

Witness: No.

His Lordship: You left this dressing gown out to be packed up. There is contributory negligence on your part.

Mr. Duncan said there was a key to plaintiff's wardrobe, a key to his room, and a proper place in the Office to place same.

His Lordship: Was there a key to the wardrobe?

Witness: Yes, my Lord, but the lock was broken.

His Lordship: Did you complain to the management?

Witness: I did not. I never saw a key to the bedroom door.

His Lordship said a hotel-keeper was entitled to the assistance of his guests. If plaintiff could have shown, that he had locked up his room, he could have recovered. As it was, there was negligence on his part. There would be judgment for the defendants, but no costs.

UNEMPLOYED EUROPEANS.

The Rev. J. H. France begs to acknowledge with thanks the following donations:—

"Grit" $35.00

SHELL TRANSPORT AND TRADING CO.

AN ANALYSIS OF THE POSITION.

We don't know what the shareholders in this important concern will think of the report for 1903, but we cannot imagine that they will be enraptured with it. In the first place the document is, as usual, a belated one, covering the year 1903, and therefore takes them back twelve months. In the second place the accounts are not even now complete, the excuse tendered being that the Asiatic Petroleum Company having again postponed the rendering of its accounts, the directors have, in accordance with their promise, estimated the results of that portion of the company's business. It is hardly in human nature to be satisfied with this dilatoriness, for the shareholders cannot say, even after so long a waiting, that they know where they are, especially when they learn that the figures for 1902 were assessed as over-estimated to the extent of £11,297. Hence all the differences in the accounts of that year have been merged in the present accounts, the profits of which, of course, have had to be diminished to the extent that those of the previous year benefitted. Inclusive of the sum brought forward, there stands to the credit of profit and loss account an amount of £339,330, which includes the interest and the arrears of interest from the concern which conducts the Borneo oil business, namely, Nederlandsch-Indische Industrie en Handel Maatschappij. After deduction of management expenses, dividend on the preference shares, allocating £84,000 for provision on steamers and installation, writing £10,000 from the cost and expenses of the preference share issue, etc, there remains a balance of £158,852, since further reduced to £58,852 after providing for the dividend paid at the beginning of the year. This is carried forward.

No mention is made of a distribution on the ordinary shares, so I take it that the directors do not intend to recommend a dividend, says a city correspondent. We need not shed copious tears over this, however, seeing that the ordinary shares were allotted to the vendors as purchase consideration and are probably still held by them. After steadily declining during recent years, the trading profit in 1903 showed an apparent increase of about £20,000 at a total of £237,800. It looks, therefore, as if the prospects are improving, but it would not be advisable to make too sure of this. It is difficult indeed to get a thorough grasp of the position and prospect of this company, seeing that it is so intimately bound up with other enterprises. A detailed exposition of its complicated affairs is much needed, and it is to be hoped that at the forth-coming meeting Sir Marcus Samuel will enter fully into details. Accompanying the accounts is a lengthy report of the auditors, which indeed is as long as the report of the directors itself, and one needs to sit for some hours before a nice fire, without fear of interruption, in order to grasp this exposition. And even then some perplexity would be pardonable. Amongst other matters they say that the directors have taken credit in the profit and loss account for interest on the advance to the Nederlandsch Company for the three years, ending December 31, 1903. The interest for 1901 and 1902, amounting to £79,903, was not taken credit for in those years, whilst the amount relating to 1903, £51,884, is contained in the total profit given for the year. "The effect of these credits is to increase pro tanto the balance standing against the Nederlandsch Company to the sum appearing in the balance-sheet." The latter is as much as £840,000, which, in accordance with the decision arrived at by the meeting held on September 21, has been converted into five per cent. bonds.

Let us, however, go into a closer analysis of the financial position of this company, for we shall find it instructive. We have already said that the trading profits seem to show an increase of about £20,000, the figure in the present profit and loss account being given at £239,865, against £219,567. But the auditors tell us that £51,884 of this is the credit taken for the interest owed by the Nederlandsch Company. In the two preceding years it averaged, as we have seen, £40,000 per annum, so there is a difference of nearly £12,000 leaving only £8,000 as the real increase in the trading profit. But of what real value is this aggregate credit, of three years' standing, of £131,800? It is nothing more substantial than a credit entry, which may or may not be converted in the future into cash. Furthermore, if the profits of the company during the past three years have been swollen by the sum of £131,800 to be now represented by a paper asset, does it not logically follow that past dividends have actually been paid out of capital?

That will depend, of course, upon the appearance of the next balance-sheet. In the present balance-sheet the credit shown amounts to £158,853. Since it was issued the last dividend has been paid out of it, which will leave £58,853 to go forward to the credit of the next accounts. We have seen, however, that of this total of £158,853, £131,793 is represented by credits which have now been bonded, being a portion of a debt of £840,000 owing to the company, which may, for all anybody knows, ultimately turn out to be a bad debt. However, it is represented by 5 per cent. bonds. If in the next balance-sheet these bonds appear as an asset—for it is difficult to see how they can be realised for cash—then the money wherewith to pay the dividend, to the extent of £72,940, will have come out of the capital resources of the company. It may be answered that the money has been invested in a subsidiary undertaking, but money that has been distributed in dividends cannot be invested. Moreover, why did the directors in past years not credit the accounts with all this interest? Why have they suddenly done so in one year? This only shows what a great deal there is to explain; how much light is still needed to illumine the exact financial position of the company. In recent years the capital of this company has grown substantially, hence the possibility of dividend paying in the immediate future is pro tanto lessened. During the past five years the ordinary dividends have been 8, 10, 10, 2½, and 5 per cent. There has been a heavy depreciation in both the ordinary and preference shares of this company, and there is but the remotest likelihood they will ever recover to their former values. Anyway, we cannot say they are shares which a cautious investor would find attractive.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 21st at 11.55 a.m. The barometer has risen rapidly in E. Japan and fallen at all other stations. Another depression has entered the Yellow Sea moving eastward.

Gradients are moderate upon the east coast of China and moderate W. winds may be expected in the Formosa Channel. On the south coast they are very slight and light variable or westerly wind may be expected in the northern part of the China Sea.

Forecast:—Light variable or S.W. winds, cloudy, fair.

TURF TOPICS.

A large crowd of ladies and gentlemen, among whom were several new comers, was on the course at an early hour this morning. Operations commenced before the break of day, and a big list of ponies went out to gallop. *The King's* and *The Rose's* were in strong evidence. Among the more notable achievements was that of *Danny Mann*, the Derby pony discarded by the Ewo stable and bought over by Mr. Looker, by whom the contestant for the blue riband of the season has been entrusted to Mr. Craig who, of the budding jockeys in Hongkong, perhaps gives promise of most success in the equestrian line. This is, however, the opinion of some, and may be taken seriously or not according as the performance of the rider is judged. *Danny Mann* may, or may not, be a Derby horse for Derby honours, but if he is in the straight when the winner passes the post he might obtain the judge's verdict as being at the tail end of the large batch promised for *the* race of the season. Mr. Craig galloped his charge over the inner course twice round this morning in what, by some, was considered a "good" (*etc*) time. The swiftness of the pace may fairly be imagined when it is said that in the romp home Mr. Craig lost his head gear. His "rapid" time was missed.

Following are the times:—

Ledbury, 1 mile, (?), (?), 1.51, 2.23.

Set, 1 mile, 38, 1.13, (?), 2.27.

Polka, 1 mile, 39, 1.19, 1.58, 2.32.

Ca Canny and Grafton, in company, 1 mile, galloped in darkness; time missed.

Highland Fling and a grey pony, one mile in company, 47, 1.30, 2.06½, 2.40.

Wee Macgregor escorted by Highland Chief, 1¼ mile, 43½, 1.27, 2.07, 2.43½, 3.18.

Highlander, with his stable companion Highland Laddie, 1¼ mile, 45, 1.26, 2.06½, 2.47 2/5, 3.21.

Zodiac, 1 mile, (?), 36½, 1.14 4/5, 1.45½.

Black Monday and Mr. Johnstone's K.O.S.B. in company, 1¼ mile, (?), 36, 1.13, 1.49, 2.24½.

Scottish King, 1¼ mile, 40, 1.17, 1.58, 2.29, 3.00.

Heather King, 1¼ mile, 35, 1.11, 1.45 3/5, 2.22, 2.54 3/5.

Desert King, ¾ mile, 34 1/5, 1.09 2/5, 1.43.

Highland King, 1¼ mile, 36½, 1.10½, 1.45, 2.21 1/5, 2.53 1/5.

Saxon King, 1¼ mile, 39, 1.12, 1.49, 2.24 2/5, 2.57.

Norman King tried conclusions with his Derby partner over 1¼ mile, 37, 1.13, 1.49, 2.27, 3.01.

La France Rose, 1 mile, 35, 1.11, 1.46, 2.18½.

Lamarque Rose, 1 mile, 34 1/5, 1.08 3/5, 1.45, 2.20.

Coronet Rose, 1 mile, (?), 36, 1.11, 1.45.

Mr. Mody's two Derby probables were sent out together and negotiated the distance of 1¼ mile in the best time of the morning, 32, 1.06, 1.40 4/5, 2.19, 2.55 4/5.

Ard Patrick and Lyra were the next couple to come under attention, 1 mile, 38½, 1.18½, 1.56, 2.28.

Mr. John Peele's Derby entrants, Cotswold and Croome followed and the time-keeper's register for their mile trot was 38, 1.17 4/5, 1.55 3/5, 2.27½.

Nomination, 1¼ mile, 39, 1.15, 1.51, 2.27, 3.01½.

Spirtle, 1 mile, 37, 1.13½, 1.5[illegible], 2.24 2/5.

Squaler, 1 mile, 37 1/5, 1.13½, 1.49½, 2.23½.

Blackbird, 1¼ mile, 41, 1.22½, 2.05 2/5, 2.43, 3.13 4/5.

Halifax, 1 mile, last half 35, 1.08.

Forward, 1¼ mile, joined by Titmouse 1 mile, 35, 1.13, 1.51, 2.28 4/5.

Sport Royal, 1 mile 47, 1.29, 2.05½, 2.39.

Alladin, 1¼ mile, last mile, 36½, 1.12, 1.47, 2.22 4/5.

Bijou and Professor in company, 1¼ mile, 43½, 1.23, 2.06½, 2.46½, 3.21½.

Ching, 1¼ mile, 40½, 1.20 2/5, 1.57 3/5, 2.33, 3.06½.

Mick, 1 mile, 38, 1.18, 1.56, 2.29.

The Loafer and The Count raced together for 1¼ mile; their times were missed, so were those for Policy and Hacken Schmidt.

S. S. S.'s P'haps and P'haps Not, ¾ mile, 33 4/5, 1.09, 1.44½.

Fife, ½ mile, 36 2/5, 1.08.

Prairie King and Jungle King, 1¼ mile, 36½, 1.13, 1.51 2/5, 2.30, 3.02½.

Lanark and others, ½ mile, 33, 1.06½.

Desperation, 1 mile, (?), (?), 1.54, 2.31.

Maréchal Niel Rose, ¾ mile, 36½, 1.11½, 1.44½.

Danny Mann, Mr. Craig up, was unique in his performance of twice round the inner course.

EARLY BIRD.

ONE of the many results of the improvements in the London Strand has been the erection of a block of bachelors' flats, fitted with every modern convenience, with a theatre on the one side, a tobacconist's on the other, a hosier's next door but one, a post-office a few yards away, and a church almost opposite. Surely, writes a correspondent to a London journal, the laziest bachelor could not desire more!

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Suisang*) 25th inst.
French (*Polynesien*) 25th inst.
American (*Mongolia*) 30th inst.
Indian (*Kumsang*) 31st inst.
German (*Prinz Seglsmond*) 13th prox.

The C. P. R. Co.'s s.s. *Empress of China* left Yokohama p.m., on 20th inst., for Victoria and Vancouver.

The Java-China-Japan Lijn s.s. *Tjimahi* left Macassar for this port on 20th inst., and may be expected here on 28th inst.

The Imperial German Mail s.s. *Prinz Seglsmond* left Sydney on 21st inst., at 11 a.m., and may be expected here on 13th prox.

The O. & O. S. S. Co.'s s.s. *Doric* with mails, &c., which left hence 17th ult., for San Francisco via, Shanghai, Nagasaki, Kobe, (Inland Sea), Yokohama and Honolulu, arrived at her destination on the 19th inst.

The P. M. S. S. Co.'s s.s. *Mongolia* with mails, &c., left Yokohama for this port via Inland Sea, Kobe, Nagasaki and Shanghai, on 21st inst.; her mails have been forwarded per s.s. *Bayern*, due here on 30th inst.

TELEGRAMS.

[*Reuter's.*]

The Strikes in Russia.

POLITICAL MOVEMENT.

LONDON, 19th January.

Eight thousand cotton operatives have struck work in St. Petersburg and the employés of the Petersburg-Warsaw line threaten to join.

The correspondent of the *Standard* wires that at three meetings of strikers in St. Petersburg, besides an eight-hour working day, it was resolved to demand the convocation of a popular Assembly the cessation of the war, amnesty to political prisoners, freedom of the Press, creeds, and meetings.

LATER.

The strike in St. Petersburg has ceased to be a trade movement and is assuming a distinctly political character. The demands include the recognition of the rights of the people, remedies for poverty and redress for the oppression of labour by capital; attached to these are large demands for free education, popular liberties, and a representative government. Other trades are joining the strike.

The War.

It is semi-officially announced in St. Petersburg that General Mistchenko's operations west of the Liao specifically included the area of hostilities at the beginning of the war.

France.

M. Combe's Ministry has resigned.

HONGKONG POST OFFICE MANAGEMENT.

"C." wrote to the *Japan Chronicle* from Kobe on the 13th inst. as follows:—

Sir,—I desire to draw your attention to the following cases of carelessness at the Hongkong Post Office:—

The steamers *Prinz Waldemar* and *Taiyuan* arrived at Hongkong on the 2nd-3rd January with heavy Australian mails which were taken ashore as usual, and although the *Prinz Waldemar* left Hongkong for Kobe direct on the morning of the 4th, no mail was forwarded. The *Taiyuan* was similarly overlooked. These steamers arrived here on the 9 and 11th inst. respectively, and the mails which they carried to Hongkong were sent on a round trip via Shanghai and only arrived here on the afternoon of the 12th.

As this is not the first occasion on which similar lack of intelligence has been exhibited at Hongkong, it would be of great benefit to the business community here if some change were made in the Hongkong Post Office and the officer in charge promoted to a port where his duties would be less responsible than they appear to be at present. The annoyance and trouble caused to consignees, bankers, and Customs officials by the non-arrival of mails by steamers bringing shipments can hardly be appreciated by the non-business public.

Trusting that the publicity given through your columns to this matter may be the means of some alteration being made in the Hongkong Post Office with the view of preventing the recurrence of the grievance complained of, —I remain, etc.

WARSHIPS AT MACAO.

[*From Our Own Correspondent.*]

Macao, 19th January.

There are at present lying at anchor in the Macao Roads the Austrian cruiser *Kaiserin Elisabeth* and the Portuguese battleship *Vasco de Gama*. The B. I. S. N. Co.'s chartered transport *Lindula* is about eleven miles off the port near Cheung Chau awaiting the embarkation of the time-expired men for Lisbon. She leaves on the 24th inst. The Austrian cruiser arrived on the 17th inst., and will make a stay of about ten days.

In the inner harbour there are the gunboats *Argus* (French), and *Diu* (Portuguese), and a Chinese torpedo-boat, the *Lu-fu*.

ST. CLAIR IN TROUBLE.

CHARGED WITH CHEATING AND ARRESTED.

Calcutta, 30th Dec.

Somewhat of a sensation has been caused here in sporting circles by the arrest of C. C. St. Clair, who was knocked out by Sergt. Smith in the boxing match on the 26th inst., the stakes was dishonoured. It seems that St. Clair, not having sufficient funds, one bookmaker supplied him on certain terms with Rs. 2,000, and Robinson, another bookmaker, with Rs. 3,000.

After the fight, the latter, not receiving sufficient gate money, stopped his cheque, and consequently, when Smith presented it, he was refused payment. Robinson and Smith then laid a charge of cheating against St. Clair, and proceeded to arrest him.

From inquiries it appears that St. Clair had ordered his gari-wallah to drive to Sealdah station; but he was found on the evening of the 28th on board the s.s. *Bavaria*, in the Kidderpore Docks, ready to start with his wife next morning. The Police then told St. Clair he was arrested on a charge of cheating, and on the pretext of getting his hat, he went into the cabin and his wife joined him.

Here he shut himself in, and refused to come out, challenging the right of the Police to arrest him without a warrant. However, the sanction of the Magistrate having been obtained, the door was broken open, and St. Clair proceeded quietly to the Police Station. At 6.30 yesterday morning the accused appeared before the Deputy and the Commissioner of Police, who went fully into the case, and St. Clair has been released on his personal recognisances. It is stated that a civil action will be started.

HONGKONG'S LIGHTING.

AT THE WORKS.

LARGE IMPROVEMENTS PROPOSED.

(*Concluded from yesterday.*)

II.

After all, among the many features of the gasworks which arouse the interest of the visitor there is none to be compared with the retort section. Perhaps because that is on account of the fierce and rampageous character of the retort houses. Perhaps it is due to a lingering love of the doctrine which Calvin preached. Perhaps, and most probably, it is simply explainable by the atrocious scorching heat which singes the eyes-brows of the uninitiated and makes him to wonder if it is not summer every day, with a glimpse of nether regions thrown in for hansel. The old retort house, with all its clinging vapours and fiery darts, has been described in a moderate way, but the new retort house by comparison is a modern gentleman. There is a staging to be reached before you see the new retorts, and they are all as prim and proper as mi'lady. Below the staging is the cinder-house, where all the waste is taken from the grates. The new retort house is only eighteen months old, and it is an up-to-date arrangement. It contains six ovens of eight through retorts. In each oven the coke instead of being hauled out is pulled live into the fire, the benefit being that the coke is not subjected to the process of slaking as under the old system, which has already been described. Better results are thus obtained at less cost.

THE CONDENSERS.

Coming to the condensers a little preliminary talk must be indulged in. The gas, or gases, after coming from the retort house has to pass through a hydraulic main. It is then taken away along what is called a foul main, 18 inches in diameter, and from the foul main it enters the condensers. At present the gas is a mixture of all sorts of volatile matter. From the condensers there is a constant flow of ammoniacal liquor and tar, drawn from the gas. As it enters the condensers the gas has a temperature of 200 degrees, but it is gradually cooled, until it is of the same temperature as the atmosphere. The condensers are made by Morris and Cutler. The next stage is the exhausters. Here an old purifying shed has been converted into an engine house, tiled and fitted up in the most modern fashion. The exhausters not only pull the gas from the retorts and the condensers, but they expel it towards the plant where the gas is treated before it arrives at the gasholders. There is the scrubber washer, the purifier, and the station meter to be passed before the gas arrives at the gasholder.

IN CASE OF FIRE.

In the engine-room there is an exceptionally handy arrangement of appliances for coping with fire. The directors at home sent out a fire pump and as there is plenty of water at the command of the Company the slightest symptom of fire can be tackled at a moment's notice. The pump is capable of throwing a jet of water 100 feet high, the water being obtained from a well which supplies the works. The Engineer in his dry way remarked: "We haven't to depend upon the dilly-dallying of the Hongkong Brigade."

After going through the exhausters the gas is sent along to Pelouze and Adouin's tar extractor—Messrs. W. G. Holmes and Co., Huddersfield being the makers. This machine acts as a filter, extracting the tarry vapours which have still been left in the gas.

SCRUBBING GAS.

Passing to the scrubber, the gas is passed through wooden sieves. There are seven divisions, each of which is fitted with separate sieves, propelled by a steam engine and made to rotate. It will be seen in all this that the gas is treated as if it were a solid body, and as a matter of fact the Engineer and his accomplices seemed to think of gas as a hard and heavy substance which they could do what they liked with. They put it through machines, just as a laundryman would put a garment through a mangle. They washed it and scrubbed it and cleaned it till they had got it just as they wished it. To proceed, however, the gas after entering the scrubber washer comes in contact with water which absorbs the ammonia, carbonic acid, and sulphurated hydrogen. A glass cover was lifted and the smell that arose from the imprisoned gases would have choked a menagerie. Along to the purifying shed, where an entirely new plant has been erected, there is to be seen the method of clearing the gas of the last remnants of extraneous matter. Heaps of oxide of iron, or rust in plain language, are mixed with saw dust, and the process of passing the gas through sieves is again adopted. The oxide of iron takes out the sulphurated hydrogen, or whatever remains of that gas, and the carbonic acid gas is treated with lime which has a natural affinity for that gas. We have now arrived at the stage when the gas is chemically pure for household use. But it has still to enter the station meter. It might here be stated that the Gas Company's plant is capable of dealing with a million cubic feet of gas a day, but as a matter of fact only some 350,000 cubic feet are treated. The station meter registers the amount of gas manufactured and of course furnishes the check on the quantity lost between the works and the consumer. The hands of the meter—capable also of dealing with a million cubic feet a day—are continually going round at a rate which, if the private consumer were concerned, would make his hair stand on end.

IMPROVEMENTS IN THE SUPPLY.

During the last few years an immense improvement has been made in the system of mains along the streets. A 12-inch main runs from the works along Queen's Road as far as the fire station. Thence to the City Hall there is a 10-inch main. In the old days an 8-inch main ran as far as Arsenal Street and a 6-inch main took the supply to Wanchai. Owing to the large increase in consumers, especially Chinese, the Company have lately been at considerable expense in laying another 12-inch main which runs along Connaught Road up to the Harbour Master's office and a 10-inch main from there to Pottinger Street. There are also lateral mains wherever required. At the present time the Company are laying a new 6-inch main from the works to Hill Road, along Bonham Road, Robinson Road to the Peak Road, connecting with the St. Andrew's main. Of late years the consumption of gas by residents in these districts has wonderfully increased and the necessity for increasing the supply has been forced on the attention of the directors, with the result that these additions have been made to the Company's works. The Peak residents will have a separate main for themselves, and all the roads leading to the Peak will be better supplied from the West Point works.

AT WANCHAI.

There is a storage station at Wanchai to which the gas is conveyed by an 8-inch pipe. Gas engines with exhausters are placed there to draw the gas from the West Point works to the holders. From Wanchai gas is supplied to what is called the Eastern district, the West Point works supplying gas to the centre of the city. At Wanchai the two holders are of 160,000 cubic feet capacity and 100,000 cubic feet respectively, the latter being erected by the Barrowfield Ironworks, Glasgow.

THE 1889 RAINSTORM.

Asked about accidents, the Engineer remarked that there had never been anything specially remarkable. In the great rainstorm of 1889 the main broke on account of the wash from Glenealy nullah, and the town was in darkness for two nights. The steam roller at first was a first-class breaker of mains, but the Company having laid their mains lower in the ground that cause of destruction has been obviated.

As previously mentioned the difficulties of supplying a town like Hongkong with light, with all its varying levels, are enormous. Governors have to be erected on the higher districts so that the flow of gas may be checked. There are at the present time about a dozen Governors in use and they have to be watched with a very jealous eye. They are under constant supervision, because from climatic effects they are liable to stick.

THE FITTING DEPARTMENT.

The fitting department which is under the charge of Mr. Edgar W. Terry, Superintendent, is a very extensive place where all the repairs, etc., are done. Since the formation of the Company, a system of hiring fittings has been adopted which has proved very successful. It is all to the advantage of the consumer, who can hire his gas fittings for two or three years just as he pleases. All the fittings are of the best quality for the very good reason that cheap goods would not last in the Colony, subject as they would be to all sorts of conditions. At the works there are brazing, bronzing, and lacquering departments. A large amount of capital has been expended on the fitting work, as may be well understood from the large number of consumers of gas in the Colony. Recently the Company have adopted the system of giving free installations to users within 50 feet of the mains.

INCANDESCENT LIGHTS.

Incandescent burners have lately come into vogue and the Company have a contract with the Government for the lighting of the city by this means. The upkeep of the lights is in the hands of Messrs. Kruse & Co. who maintain and replenish the mantles, and every effort is made to keep the lighting of the city up to the standard. The introduction of electric lighting has also had an effect in increasing the demand for gas. It seems that when a merchant sees a rival installing the electric light he determines not to be outdone and orders more gas burners, so everybody is benefited. In the showrooms of the Gas Company there is being exhibited the latest type of gas light apparatus the most notable being the inverted incandescent burner. This type of burner has proved a great success at home and should be equally successful here. Gas stoves are coming into use, but it is to be feared that the Chinese cook is the great factor against their general adoption. The "boy" turns on the light and lets it burn all day with the result that a nice little bill for gas comes in, and the householder, fearing the expense, reverts to the plain fire. Gas engines also are being pushed and in a short time it is believed that a big business will be done in that line.

FIVE YEARS' PROGRESS.

To show how the consumption of gas has increased since Mr. McCubbin came to Hongkong a few figure may be given. In 1900 the gas manufactured was 65,580,000 cubic feet. In 1904 it was 115,963,000 cubic feet. In 1900 the consumers were—Europeans, 758; Chinese 811—total 1569. In 1904 the figures were European, 761; Chinese, 1601—total 2,362—nearly double the number of five years ago.

Many extensions have been carried out, and others are in process of being completed. The Company have acquired a large piece of ground south of Queen's Road West where it is proposed to put a large gasholder to meet the development of the Colony. Recently trouble has been experienced with napthaline deposits in the mains and a process has now been put in operation, whereby a spray is used on the gas, thus preventing the napthaline settling.

THE DIRECTORS.

Fortunately for the Company, the directorate is filled with able and energetic members, who are full of enterprise and ready to consider every idea. Two members are themselves gas engineers. The Chairman Mr. A. F. Phillips, M.I.C.E., is a consulting engineer for many large undertakings. Mr. R. Morton was a gas engineer and is a director on the South Metropolitan. Sir John J. Grinlinton was Surveyor General of Ceylon and has large experience of the needs of an oriental city. Mr. Simpson Rostron is a London solicitor, so that the legal questions should be safe so far as the Company is concerned. Messrs. Jardine Matheson & Co. are the local agents.

THE WORKERS.

With regard to the working representatives, Mr. J. McCubbin has had large experience and the best evidence of his ability is found in the remarkable increase in the gas consumption of Hongkong. Mr. Terry, the superintendent, has been here since 1883, and his local knowledge is invaluable to the Company. He can remember when the Gas Company had only 400 consumers, and his reminiscences of Hongkong of 20 years ago are delightful. Mr. George P. Curry has recently been appointed the local secretary. Mr. Dunwich is the clerk of works, and the recent extensions have been carried out under his supervision.

PORT ARTHUR.

ENTRY OF JAPANESE.

A dispatch from Souchatun, near Port Arthur, to the *Kobe Shimbun* states that the ceremony of the Japanese army entering the fortification of Port Arthur was performed at 10 o'clock on the morning of the 13th inst. One company from each infantry regiment, one battery from each artillery regiment, and a detachment from each squadron of cavalry and engineer regiment, with other arms, assembled at the base of Peiki Hill. On the firing of a signal gun, these troops marched into the new city of Port Arthur, crossing *en route* the old city. The sight of the troops marching in with their colours torn by shot and stained with blood produced a marked impression on the spectators.

CRICKET.

HONGKONG C. C. *v* H.M'S BATTLESHIPS.

This match was played on the Cricket Ground this afternoon. The Naval team batted first, and at a quarter to four the score stood at 183 for eight wickets.

H.M. BATTLESHIP.

M. C. Williams, run out	57
Lieut. Gibson, b Bird	2
J. M. Spooner, b Bird	1
Sub.-Lt. Benbow, c H. Hancock, b Airy	36
Lieut. Rowe, b Bird	2
Lieut. Escombe, c Chichester, b Bird	10
Lieut. Hutchings, c Airy, b Mackay	48
Lieut. Hardman Jones, not out	13
Cornabe, c and b Mackay	4
Sub.-Lieut. Bernard, not out	0
Extras	10
Total	183

SHIPPING JETSAM.

LIGHT ON CAP-SUI-MUN.

The Harbour Master has issued a notification stating that on and after the 1st April, the light exhibited at Cap-Sui-Mun, on the west point of Ma-wan Island, will be altered. The new light will be a sixth order dioptric light, red, visible six miles in clear weather, and will be displayed at a height of 50 feet above high water, in the same position as the existing two lights.

One of the immediate results of the loss of the s.s. *Secunder* has been the formation of a Galle Chamber of Commerce, to enable those concerned in the trade of the port to take concerted action for their interests. The first meeting was recently held when this unfortunate wreck and matters connected with the harbour engaged the attention of the Chamber.

NAVAL NOTES.

The British cruisers *Hogue* and *Iphigenia* came in from Mirs Bay this morning.

We understand that H.M.S. *Sutlej* is the first Naval ship to leave England under the new arrangement for two years' commissions.

RAUB G. M. CO.

It is reported that Mr. Warnford Lock contemplates leaving for home within the next few months. Should he do so, it is said that he will take up the position of Consulting Engineer to the Raub Company.

Mr. Boerma's tin mining syndicate have made final arrangements with the Raub Company for high-presure water power from the Company's dam at Sempam. Mr. Boerma's Company evidently intend operations on an extensive scale.

The aurriferous prospects of the Raub field are said to be looking hopeful.—*Straits Times.*

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report of yesterday's date Messrs. Benjamin, Kelly and Potts state:—

Business during the week has again been very quiet owing to the stringency of the money market and the close proximity of the China New Year.

Banks.—Hongkong and Shanghai Banks have ruled strong all through, and a good business has been done at advancing rates from $705 to $715, the market closes firm with buyers at $715 owing to the advance in the London quotation to £76. Nationals are unchanged at $38.

Marine Insurances.—Unions continue in demand at $700. Cantons are quiet at $250, while Yangtszes and China Traders are wanted at $150 and $58, respectively.

Fire Insurances.—Stocks under this heading have not experienced any change since last writing. Both Hongkong Fires and China Fires are steady at quotations,—the former at $340 and the latter at $91.

Shipping.—Hongkong, Canton and Macao Steamboats have changed hands at $26½, $26¾, $27 closing with sellers at the latter rate. Indo-Chinas have been done forward at slightly more than the equivalent rates for cash, and at the close the market is firm at $124. Douglas Steamships and China Manilas are the same, and Shell Transports are a shade easier at 25/-.

Refineries.—China Sugars have been done at $218, but close firmer at $219. Luzons have further improved and are in demand at $20.

Mining.—Chinese Engineerings have been done at Tls. 7.70. Raubs have been placed at $3½.

Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks have slightly weakened, and shares can probably be obtained at $217½. Farnhams have receded to Tls. 151. Kowloon Wharfs are steady at $104½ for the old, and $102 for the new, issue. Hongkew Wharfs have improved to Tls. 129½ at which rate shares have changed hands.

Lands, Hotels and Buildings.—Hongkong Lands continue neglected at $145. Shanghai Lands have been booked at Tls. 117 and Tls. 114 and are in strong demand at the latter quotation. Hongkong Hotels are weak with sellers at $142. Humphreys' Estate have buyers at $12½.

Cotton Mills.—Quotations for these remain unchanged.

Cigar Companies.—Sumatras have found buyers at Tls 65.

Miscellaneous.—Green Islands can be had at $29. China Providents have been done at $9 and $9½ during the early part of the week, and are quoted at $9 ex the dividend of 80 cents per share paid on 18th. inst. Dairy Farms are wanted at $12. Hall and Holtz are quoted in the North at $24. Watkins have sellers at $9. Langkats have again improved to Tls. 270 at which price business has been done.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

From	Steamers	Due
GLASGOW and LIVERPOOL	"IDOMENEUS"	21st January.
GLASGOW and LIVERPOOL	"TYDEUS"	25th January.
GLASGOW and LIVERPOOL	"PAKLING"	25th January.
GLASGOW and LIVERPOOL	"PROMETHEUS"	31st January.
GLASGOW and LIVERPOOL	"STENTOR"	6th February.
GLASGOW and LIVERPOOL	"PATROCLUS"	14th February.
GLASGOW and LIVERPOOL	"ACHILLES"	21st February.
GLASGOW and LIVERPOOL	"ANTENOR"	25th February.
GLASGOW and LIVERPOOL	"OOPACK"	27th February.

S.S. "IDOMENEUS" left Singapore on the afternoon of the 13th inst., *via* Saigon, and is expected to arrive here on the 21st.

S.S. "TYDEUS" left Singapore at daylight on the 19th inst., and is expected to arrive here on the 25th.

HOMEWARDS.

For	Steamers	To sail
AMSTERDAM, LONDON & ANTWERP	"HYSON"	22nd January.
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January.
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS"	14th February.
*GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

For	Steamer	To sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *viâ* NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	27th January.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th January, 1905. [1

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN" * ‡	23rd January.
SHANGHAI	"NINGPO" †	23rd "
SHANGHAI	"KALGAN" †	24th "
MANILA	"TEAN" *	24th "
SHANGHAI	"LINAN" †	24th "
SHANGHAI	"CHINKIANG" †	25th "
CEBU and ILOILO	"SUNGKIANG" *	25th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st January, 1905. [6

Hongkong–Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon and Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 28th Jan., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st January, 1905. [5

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL
(With Liberty to Call at Malabar Coast).
PROPOSED SAILINGS.

Steamship	About
"RAS ISSA"	30th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 6th January, 1905. [11

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Brehmer	January 23rd, 1905.
"ARABIA"	4,483	Bahle	February 13th, "
"ARAGONIA"	5,198	Schuldt	March 5th, "
"NICOMEDIA"	4,370	Wagner	March 31st, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

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TSANG FOO & CO.
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. [61

NOTICE.

BOO CHEONG, of No. 20, Pottinger Street, has always on hand FIRST-CLASS WRITING AND PRINTING PAPERS, AND STATIONERY of every variety.

Hongkong, 24th November, 1904. [64

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [18

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

	Tons	Captain
"KWONG CHOW"	1,309	J. P. MARTIN.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ...$4
Meals ...$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905. [17

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....$3.00 for Single journey.
2nd " ..... 1.50 " "
Meals ..... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. Co., LD.,
No. 216, Wing Lok Street.
WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904 [15

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, $1; Return, $2; 3rd Class, Single, 30 cents, Return, 50 cents.; Steerage, 10 cents.

TIFFIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of $2.

On Sundays, passengers desiring to have a Private Cabin, which has accommodation for two or more passengers, will be charged $3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904 [14

NIPPON YUSEN KAISHA.

(TRANS-PACIFIC SERVICE).

FOR VICTORIA, B.C., AND SEATTLE, WASH., VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE Company's Steamship

"IYO MARU,"

Captain S. J. G. Parsons, will be despatched as above, on FRIDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 5th January, 1905. [94

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"GHAZEE"	30th Jan., 1905.
"SATSUMA"	10th Feb., "
"RICHMOND CASTLE"	25th " "

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 21st January, 1905.

Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"

Captain Thomson, will be despatched as above, on WEDNESDAY, the 25th inst., at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th January, 1905. [143

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, on WEDNESDAY, the 25th inst., at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 21st January, 1905. [139

FOR SHANGHAI AND CHIN-WAN-TAO.

THE Steamship

"OPLAND"

will be despatched for the above Ports, on WEDNESDAY, the 1st February, 1905.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 20th January, 1905. [149

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above on WEDNESDAY, the 8th February, at Noon.

This well-known Steamer is specially fitted for Passengers; and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co,
Agents.

Hongkong, 14th January, 1905. [134

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9 o'clock, TO-MORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 25th instant, at 9.30 A.M.

All Claims must reach us before the 29th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 18th January, 1905. [3

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ANDALUSIA,"

Captain Filler, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 18th January, 1905. [146

Intimations.

IMPORTANT NOTICE.

MR. RUTTONJEE begs to announce to his numerous customers that his Bakery in Kowloon being burnt down, he has hired another in a healthy part of the town, where BREAD will be baked and prepared under his usual personal supervision and thus ensuring, to his numerous patrons, the customary supply of the same wholesome Bread made of the finest flour and materials, that he has all throughout supplied.

Customers are kindly requested to send their orders as usual.

H. RUTTONJEE,
No. 5, D'Aguilar Street, Hongkong.
No. 37, Elgin Street, Kowloon.

Hongkong, 4th January, 1905. [58

FURNITURE WAREHOUSE.

LI KWONG LOONG,
李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 45, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904. [60

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [59

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1904 [56

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD

HONGKONG.

CABLE ADDRESS,—*Telegraph*, Hongkong.

THE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,
PAMPHLETS,
CARDS,
CIRCULARS,
EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.,
1, Ice House Road,
Hongkong.

Shipping.

Arrivals.

Loosok, Ger. s.s., 1,020, E. Schultzen, 20th Jan.,—Bangkok 11th Jan., and Hoihow 19th, Rice.—B. & S.

Mathilde, Ger. s.s., 678, Surgensen, 20th Jan.,—Pakhoi and Hoihow 19th Jan., Gen.—J. & Co.

Pundua, Br. s.s., 2,126, R. F. Thomson, 20th Jan.,—Singapore 15th Jan., Gen.—J., M. & Co.

Taiyuan, Br. s.s., 4,459, L. Dawson, 21st Jan.,—Kobe and Kuchinotzu 16th Jan., Gen.—B. & S.

Hyson, Br. s.s., 4,232, J. Davies, 21st Jan.,—Shanghai 18th Jan., Gen.—B. & S.

Hangsang, Br. s.s., 1,356, S. Wilde, 21st Jan.,—Shanghai 15th Jan., and Swatow 20th, Gen.—J., M. & Co.

Iphigenia, Br. cruiser, 3,620, Fawckner, 21st Jan.,—from Mirs Bay.

Hogue, Br. cruiser, 12,000, Shortland, 21st Jan.,—from Mirs Bay.

Numantia, Ger. s.s., 2,803, H. Brehmer, 20th Jan.,—Portland and Japan 18th Dec., Gen.—P. & A. S. S. Co.

Iyo Maru, Jap. s.s., 3,918, S. J. G. Parsons, 21st Jan.,—Shanghai 18th Jan., Gen.—N. Y. K.

Clearances at the Harbour Office.

Castor, for Langkat.
Kwongtung, for Canton.
Yingking, for Canton.
Hoi Ho, for West River.
M. Struve, for Swatow.
Ascot, for Moji.
Chou fa, for Swatow.
Pak Kong, for West River.
Ulo, for Saigon.
San Cheong, for Canton.
Charles Hardouin, for Canton.
Mathilde, for Hoihow.
Chanwai, for West River.
Wingchai, for Macao.
Shun Lee, for West River.
Wo Kwai, for West River.
Hyson, for Singapore.
Tientsin, for Shanghai.
Linan, for Shanghai.
Loongships, for Bangkok.
San Ui, for West River.
Ping On, for Sha-u-tsung.
Hangsang, for Canton.

Departures.

Jan. 21.

Haiching, for Swatow.
Brunhilde, for Bangkok.
Shahsada, for Canton.
Zafiro, for Manila.
Tientsin, for Shanghai.
Ulo, for Saigon.
Shantung, for Sourabaya.
Chiyuen, for Shanghai.
Lily, for Chinkiang.
Hangsang, for Canton.

Passengers arrived.

Per *Pundua*, from Singapore—Mr. Paton, and 1,420 Chinese.

Per *Hangsang*, from Shanghai, &c.—Messrs. Rowe, Christie, Sullivan, and 49 Chinese.

Per *Taiyuan*, from Kobe, &c.—Mrs. Grimble and 3 children, Mrs. Johnson, Mrs. Moore, Bailey and child, Messrs. Farhon, Johnson, 4 Chinese, and 1 Japanese.

Shipping Report.

Str. *Hyson* from Shanghai:—Moderate W. SW. wind, and thick fog.

Str. *Hangsang* from Shanghai:—There to Swatow light to moderate N.E. monsoons, and fine weather, thence to port light S'ly winds and fine weather with fog.

Str. *Taiyuan* from Kobe:—Moderate S.W. winds across Japan sea until Turnabout, from then light S'ly and fine weather, with thick haze from Ockseu Lighthouse.

Vessels in Port.

STEAMERS.

Agincourt, Br. s.s., 2,876 Worsnop, 3rd Oct.,—Hainan 1st Oct., Ballast.—Order.

Ailsacraig, Br. s.s., 2,200, A. D. Moody, 17th Jan.,—Moji 12th Jan., Coal.—M. B. K.

Anapa, Br. s.s., 2,217, J. M. Williamson, 5th Jan.,—Philadelphia 5th Nov., Paraffin.—S. O. Co.

Arcadia, Ger. s.s., 3,413, Th. Forck, 2nd Jan.,—Hamburg 15th Nov., Gen.—H. A. L.

Ascot, Br. s.s., 2,785, C. E. Cox, 28th Dec.,—Mororan 17th Dec., Coal.—D. & Co., Ld.

Chowfa, Ger. s.s., 1,055, F. Spiesen, 18th Jan.,—Bangkok 11th Jan., Rice, &c.—B. & S.

Empress of India, Br. s.s., 3,032, O. P. Marshall, R.N.R., 18th Jan.,—Vancouver, (B.C.) 26th Dec., and Shanghai 15th Jan., Mails and Gen.—C. P. R. Co.

Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.,—New York 7th Aug., 1904 Petroleum.—S. O. Co.

Fri, Nor. s.s., 860, N. G. Andersen, 17th Jan.,—Java 6th Jan., Sugar and Ground-nuts.—Order.

Gaelic, Br. s.s., 2,691, W. Finch, R.N.R., 18th Jan.,—San Francisco 13th Dec., Honolulu 20th, Yokohama 5th Jan., Kobe 7th, Nagasaki 9th, and Manila 16th, Mails and Gen.—O. & O. S. S. Co.

Highlander, Br. s.s., 1,920, W. Dawson, 19th Jan.,—Moji 14th Jan., Coal.—D. & Co., Ld.

Hohnstein, Ger. s.s., 1,275, H. Hamer, 18th Jan.,—Sourabaya 7th Jan., Sugar.—J., W. & Co.

Hue, Fr. s.s., 705, Godineau, 27th Nov.,—Haiphong and Hoihow 26th Nov., Gen.—A. R. M.

Indravelli, Br. s.s., 3,215, S. Cullington, 28th Nov.,—Shanghai 24th Nov., Ballast.—J., M. & Co.

Kalibia, Br. s.s., 3,140, F. Walker, 10th Jan.,—Kuchinotzu 5th Jan., Coal.—B. & Co.

Katharine Park, Br. s.s., 3,075, W. H. Capp, 12th Jan.,—Sasebo (Japan) 8th Jan., Light.—G., L. & Co.

Kensington, Br. s.s., 2,247, Dower, 3rd Jan.,—Callao via Panama and Yokohama 3rd Oct., Ballast.—J., M. & Co.

Laertes, Br. s.s., 1,551, J. B. Jackson, 20th Jan.,—Saigon 15th Jan., Meal and Rice.—Chinese.

Lightning, Br. s.s., 3,122, J. G. Spence, 16th Jan.,—Calcutta 31st Dec., Penang and Singapore 11th Jan., Gen.—D., S. & Co., Ld.

Longships, Br. s.s., 2,843, Clucas, 13th Jan.,—Yokohama 28th Dec., and Moji 7th Jan., Coal.—B. & Co.

Macguarie, Br. s.s., St. John George, 14th Jan.,—Moji 9th Jan., Coal.—G., L. & Co.

M. Struve, Ger. s.s., 966, P. Brandt, 18th Jan.,—Tamsui via Amoy and Swatow 17th Jan., Gen.—O. S. K.

Ningchow, Br. s.s., 950, Purkes, 12th Jan.,—Gutzlaff 9th Jan., Gen.—Order.

Persia, Aust. s.s., 3,779, P. Craglietto, 20th Jan.,—Singapore 14th Jan., Gen.—S., W. & Co.

Phu Yen, Fr. s.s., 1,299, Ducroiset, 16th Jan., Chinkiang 12th Jan., Ground-nuts, Beans and Gen.—B. & Co.

Powderham, Br. s.s., 1,497, A. B. Toms, 9th Jan.,—Barry Dock 12th Nov., Coal.—Order.

Progress, Ger. s.s., 687, F. Bremer, 16th Jan.,—Chefoo 11th Jan., Gen.—S. & Co.

Proteus, Nor. s.s., 1,021, C. Moller, 3rd Jan.,—Manila 28th Dec., Ballast.—E. A. T. Co.

Seaward, U.S. transport, 350, Croskey, 28th Dec.—Manila 24th Dec.

Siberia, Am. s.s., 5,655, J. T. Smith, 17th Jan.,—San Francisco 17th Dec., and Shanghai 14th Jan., Mails and Gen.—P. M. S. S. Co.

Sikh, Br. s.s., 3,216, J. Rowley, 12th Jan.,—Durban 19th Dec., Ballast.—Order.

Stanley Dollar, Br. s.s., 1,870, Bruce, 3rd Jan.,—Moji 28th Dec., Coals.—S., T. & Co.

Swanley, Br. s.s., 2,980, Wm. Sheldrake, 10th Jan.,—Singapore 3rd Jan., Gen.—G., L. & Co.

Taishan, Br. s.s., 1,121, A. Jones, 14th Jan.,—Saigon 10th Jan., Rice, Meal and Gen.—B. & Co.

Tartar, Br. s.s., 2,768, F. W. Evans, 12th Jan.,—Vancouver 13th Dec., and Shanghai 9th Jan., Gen.—C. P. R. Co.

Tean, Br. s.s., 3,346, A. Sommerville, 20th Jan.,—Manila 16th Jan., Gen.—B. & S.

SAILING VESSELS.

Geo. T. Hay, Br. ship, 1,270, E. Spicer, 20th Dec.,—Cebu 26th Nov., Ballast.—A., K. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Formosa	Singapore	P. & O. Co	Jan. 23
Alesia	Singapore	H. A. L.	Jan. 23
Polynesien	Singapore	M. M.	Jan. 25
Su sang	Singapore	J., M. & Co	Jan. 25
Baralong	Singapore	N. Y. K.	Jan. 25
Tydeus	Singapore	B. & S.	Jan. 25
Radnorshire	Singapore	S., T. & Co	Jan. 25
Mongolia	Japan	P. M. Co.	Jan. 26
Tjimahi	Macassar	C. J. J. L.	Jan. 28
Kumsang	Singapore	J., M. & Co	Jan. 31
Arabia	Portland	P. & A. Co	Feb. 8
P. Segismond	Sydney	M. & Co.	Feb. 13

Hongkong & Whampoa Dock Returns.

Agincourt	at	Kowloon	Dock.
Hué	"	"	"
Chihli	"	"	"
H.M.S. Centurion	"	"	"
U.S.S. Seward	"	"	"
Shun Lee	"	"	"
Tsingtau	"	"	"
Jacob Diederichsen	"	"	"
Sainam	"	"	"
Empress of India	"	"	"
Stanley Dollar	"	Cosmopolitan	"
Honam	"	"	"

Post Office.

A Mail will close for:—

Macao—Per *Wingchai*, 22nd Jan., 8 A.M.
Canton—Per *Powan*, 22nd Jan., 9 A.M.
Canton—Per *Kinshan*, 22nd Jan., 9 A.M.
Swatow, Singapore and Bangkok—Per *Chowfa*, 22nd Jan., 9 A.M.
Hoihow and Pakhoi—Per *Mathilde*, 22nd Jan., 9 A.M.
Kongmoon and Kumchuk—Per *Sanui*, 22nd Jan., 9 A.M.
Namtao—Per *Taichun*, 22nd Jan., 9 A.M.
Sanbue—Per *Hoi Fu*, 22nd Jan., 9 A.M.
Macao—Per *Wingchai*, 23rd Jan., 7.30 A.M.
Canton—Per *Hankow*, 23rd Jan., 7.30 A.M.
Macao—Per *Heungshan*, 23rd Jan., 1.15 P.M.
Shanghai and Yokohama—Per *Persia*, 23rd Jan., 2 P.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Taiyuan*, 23rd Jan., 3 P.M.
Shanghai—Per *Ningpo*, 23rd Jan., 3 P.M.
Manila—Per *Lyra*, 23rd Jan., 3 P.M.
Kongmoon, Kumchuk, Samshui, Shiuking, Takhing and Wuchow—Per *Kongmoon*, 23rd Jan., 4 P.M.
Namtao—Per *Taichun*, 23rd Jan., 5 P.M.
Sanbue—Per *Hoi Fu*, 23rd Jan., 5 P.M.
Canton—Per *Fatshan*, 23rd Jan., 5 P.M.
Canton—Per *Kinshan*, 24th Jan., 7.30 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Siberia*, 24th Jan., 1 A.M.
Europe, &c., India, *via* Tuticorin—Per *Australien*, 24th Jan., 11 A.M.
Manila—Per *Tean*, 24th Jan., 3 P.M.
Shanghai—Per *Kulgar*, 24th Jan., 3 P.M.
Shanghai—Per *Linan*, 24th Jan., 3 P.M.
Saigon—Per *Proteus*, 24th Jan., 4 P.M.
Amoy, Straits and Rangoon—Per *Pundua*, 24th Jan., 5 P.M.
Shanghai—Per *Yiksang*, 24th Jan., 5 P.M.
Canton—Per *Powan*, 24th Jan., 5 P.M.
Canton—Per *Hankow*, 25th Jan., 7.30 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, 25th Jan., 11 A.M.
Singapore, Penang and Calcutta—Per *Lightning*, 25th Jan., 2 P.M.
Shanghai—Per *Chinkiang*, 25th Jan., 3 P.M.
Cebu and Iloilo—Per *Sungkiang*, 25th Jan., 3 P.M.
Canton—Per *Fatshan*, 25th Jan., 5 P.M.
Canton—Per *Kinshan*, 26th Jan., 7.30 A.M.
Canton—Per *Powan*, 26th Jan., 5 P.M.
Canton—Per *Hankow*, 27th Jan., 7.30 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle, U.S.A.—Per *Iyo Maru*, 27th Jan., 3 P.M.
Manila—Per *Loongsang*, 27th Jan., 3 P.M.
Canton—Per *Fatshan*, 27th Jan., 5 P.M.
Canton—Per *Kinshan*, 28th Jan., 7.30 A.M.
Manila—Per *Ruhi*, 28th Jan., 9 A.M.
Europe, &c., India, *via* Tuticorin—Per *Coromandel*, 28th Jan., 11 A.M.
Canton—Per *Powan*, 29th Jan., 9 A.M.
Shanghai and Chin-wan-tao—Per *Opland*, 1st Feb., 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Bayern*, 1st Feb., 11 A.M.
Frederich, Wilhelmshafen, Herbertshohe, Matupi, Brisbane and Sydney—Per *Prinz Waldemar*, 3rd Feb., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 8th Feb., 11 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Empire*, 14th Feb., 11 A.M.

VISITORS AT THE HOTELS.

OCCIDENTAL.

Bands, F.
Brown, Mr.
Chandler, Lieut.
Fries, Mr.
Furth, H.
Guerin, C. N.
Keyt, Dr.
Kiens, L.
Lloyd, Mr. and Mrs. and child
Loias, Mr. and Mrs. T. C. and daughter
Matthjes, P.
Munro, Miss A.
Nast, V.
Reichel, W.
Roher, Capt. W.
Roth, Dr.
Twyne, Mrs.
Worsnap, Capt.

KOWLOON.

Heriot, R.M.L.I., Capt. and Mrs. Mackay
Mitchell, Mr.
Newman, Mr. and Mrs. W. K.
Richards, Mrs. Powell
Richards, D. S.
Rowe, Mrs. W. E. and child
Rose, Dr. John
Stevenson, Lt.-Comdr. and Mrs.
Thomson, Major and Mrs. G. S.
Thomson, J. H.
Watson, Mr. and Mrs. W. H.

HONGKONG.

Barbillon, P.
Beachboard, D. J.
Bienenfeld, B.
Bingham, Mr. & Mrs. T. E. and child
Birbeck, R. J.
Bish, W. N.
Bissell, W. S.
Blair, D. K.
Boggan, Mr. and Mrs. and infant
Bonner, E. A.
Borthwick, R. W.
Borthwick, Mrs. R. W. and child
Brown, M. S.
Broughall, L.
Burns, J. F.
Cadele, Miss L.
Clark, Dr. Francis
Clark, T.
Clark, W. G.
Colquhoun, M.
Connell, J. J.
Crowder, Miss N.
Cunningham, G.
Davies, F. O.
Davies, Mrs. J. T.
Davidson, R.W. Campbell
Deacon, F. B.
Dean, G.
Dean, Mrs. R.
Decker, Mrs. W.
Densen, Capt. & Mrs. G. W. Van
Dickinson, A.
Douglas, Capt. & Mrs. J.
Downing, Mr. and Mrs. T. C.
Edwards, G. H.
Emerson, A.
Fisher, H. G.
Forster, Dr. A. F.
Frege, Mr. and Mrs. A.
Glover, C.
Grant, A. W.
Gray, H. C.
Hall, Capt. T.
Hamilton, Mrs. R. L.
Hanron, J.
Harding, R.
Hardy, Mrs. C. S.
Hopkins, L. C.
Hopkins, Mr. and Mrs. J. R.
Hurst, R.N., Engineer-Capt.
Huke, Mr. and Mrs.
Icel, Rev. F.
Innes, Capt. R.
Johnson, Mr. and Mrs. J. H.
Johnson, W. C.
Katsch, E. A.
Kempf, H. H.
Kite, F. W.
Launay, Mr.
Launay, Mrs.
Lewis, A. R.
Madvig, C. O.
Marriott, Dr. O.
McAran, T. P.
McKay, T. D.
McLean, J. M.
Moir, R.N., Lt. and Mrs. W. M.
Moon, Mr. & Mrs. E. M.
Newall, S. G.
Newington, A. G.
Ostrander, Mr. & Mrs. H. F.
Paton, J. W.
Pattle, Mrs. J. A.
Perkins, Mr. and Mrs. T. L.
Potts, W. H.
Price, H.
Puddephe, W. T.
Quin, Jas.
Ranney, F. O.
Ranney, Mrs. F. O.
Rice, P. F.
Roach, Mrs. J. S. and child
Robertson, W. R.
Rutherford, N. H.
Saunders, J. C.
Sayle, R. T. D.
Scott, E. J. F.
Scott, Mr. & Mrs. J. G.
Seibert, Dr.
Shaw, F. E.
Shillito, N.
Skott, O.
Solomon, L. P.
Sombre, W. E. De
Somerville, Geo.
Somerville, Miss J. A.
Soper, C. H.
Stein, A. L.
Stewart, W. M.
Thomas, O. B.
Thomson, Dr. J. C.
Thornborrow, J.
Trimnell, W. D.
Tufnell, Mrs. L. G.
Vida, F. R.
Wakefield, Mrs. & Miss
Wemyss, J. L.
Wenyon, Mr. and Mrs. W. F.
Wheeler, Mr. and Mrs. H. S.
Whitton, Mrs. A. M. child and infant
Williamson, A.S.C., Maj.
Wilson, A.
Wolff, Philip
Woolmer, Mr. and Mrs. C. E.
Worthington, E. G.
Wright, Mr. and Mrs. Gordon

PEAK.

Atkinson, R. D.
Beattie, J. M.
Beattie, M. P.
Bentwick, Capt. and Mrs. and children
Brown, Col. F. L.
Brown, Mrs. L. F.
Brown, Miss
Brown, Miss Ethel
Bunsey, Col. and Mrs. F. W. and children
Chapman, A.
Chichester, Major and Mrs. A. A.
Clark, Mr.
Courtney, G.
Darling, Col.
David, A. J.
David, Jr., Mr.
Dixon, Mr.
Dymock, Lieut. A.
Gales, Capt.
Grant, A. R.
Hassan, Mr. and Mrs.
Haynes, Col.
Hazeland, F. A.
Holborow, Mr.
Hudig, D.
Jeffries, H. U.
Joseph, Mr. and Mrs.
Losling, Major C. L.
Kaye, Major and Mrs.
Lang, Mr.
Louder, Mr.
Martin, R.
Moxon, Mr. and Mrs. Herbert
Olifent, Capt. and Mrs.
Oliver, Mr. and Mrs.
Ellis, F. B.
O'Neil, J. I. Hough
Parker, R.N., A. R.
Parker, Mrs.
Paxton, Capt. H. W.
Phillips, Major
Pollock, K.C., Mr.
Robert A. G.
Rymer, Mr. and Mrs.
Sawer, Mrs.
Smith, C. W.
Smith, A. Findlay.
Smith, Mr. and Mrs.
Spalckhaver, W. O. C.
Steavenson, D.
Steen, Mr.
Stokes, Mr.
Stoppa, Mr.
Story, Mr.
Thomson, Mr. & Mrs. W.
Uffel, W. von
Watkins, R.E., Capt. and Mrs.
Watson, Mr. and Mrs. M.
Wenborn, S. T.
White, Dr. and Mrs. M. J.
Yates, Mrs. C. C.

CRAIGIEBURN.

Bird, Mr. & Mrs. L. G.
Dann, G. H.
Franklin, G.
Gaskell, Mr. and Mrs.
Holmes, N. M.
Morrell, G. E.
Riadore, R.N., Lieut.-Commander & Mrs. and children
Nicholls, E. A.
Smith, E. Grant
Smith, Mr. and Mrs. Grant
Southam, Mr. and Mrs. and child
Webb, Mr. and Mrs. Montague
Woodward, Mr. & Mrs. and children

TO-MORROW.

Third Sunday After Epiphany.

St. John's Cathedral, Hongkong.

The following will be the order of service to-morrow:—

Holy Communion, 7.30 a.m.; Matins, 11 a.m., Responses; Tallis, Venite; Dyce, Psalms: Crotch, Poland and Taylor, Te Deum: Steggall, in A., Benedictus: Troutbeck in G., Anthem: O how amiable are Thy dwellings—Barnby, Hymns: 255 and 233.

Evensong, 5.45 p.m., Responses: Tallis, Psalms: Russell, Smart and Goodenough, Magnificat: Trent in A., flat, Nunc Dimittis: Macfarren in D., Hymns: 236, 177 and 29, Vesper Hymn: Ward (No. 1.)

St. Peter's Seamen's Church.
Queen's Road, West.

Morning Prayer 11 a.m., Venite, Wesley Te Deum, Russell; Jubilate, Barnby; Hymns, 49, 523, 344 and 296; Kyrie.

Evening Prayer; Magnificat, Goss; Nunc Dimittis; Croft, Hymns, 263, 376, 275 and 55.

Holy Communion 7.45 p.m.

The Church launch *Daysprings* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.): returning afterwards. The Answering Pennant is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.

Sunday school 10 to 10.45 a.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis' Church, Wanchai:—Mass *(Chin.)* 6 a.m., *(Port.)*, 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service *(English)*, 9 a.m.

St. Anthony's Chapel, West Point:—Mass 8 a.m.

Union Church:—Services, 11 a.m., and 6 p.m.

	Jan. 20 at 10 a.m.	Jan. 20 at 4 p.m.
Barometer	29.98	29.87
Temperature	76	74
Humidity	72	74
Rainfall	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Algerine	sloop	—	—	—	Reserve	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Hongkong
Bramble	gunboat, 1st class	—	—	—	Reserve	Hongkong
Britomart	gunboat, 1st class	—	—	—	Reserve	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
Cherub	water tank and tug	390	—	300		Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander C. Assez	Hongkong
Glory *	battleship, 1st class	12,950	16	13,500	Captain Hon. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000		Hongkong
Hart	torpedo boat destroyer	275	6	4,000		Hongkong
Hogue	cruiser, 1st class	1,200	14	—	Captain Shortland	Hongkong
Humber	storeship	1,640	—	800	Lieut. P. M. Riadore	Hongkong
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawckner	Hongkong
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander J. A. Gregory	Hongkong
Kinsha	river gunboat	85	4	—	Lieut.-Commander G. B. Powell	Yangtsze
Mourhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean*	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	Hongkong
Otter	torpedo boat destroyer	350	6	6,300		Hongkong
Phœnix	sloop	—	—	—	Reserve	Hongkong
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Hongkong
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Rosario	sloop	—	—	—	Reserve	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	Hongkong
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Shanghai
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtsze
Taku	torpedo boat destroyer	250	6	6,500	Lieut. Q. Cranfurd	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. V. Dugmore	Yangtsze
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Singapore
Tweed	coast defence gunboat	—	—	—		Hongkong
Vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	Hongkong
Virago	torpedo boat destroyer	355	6	6,300		Hongkong
Waterwitch	surveying ship	620	4	450	Lieut.-Commander Ernest C. Hardy	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander H. M. Wells	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Wason	Yangtsze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.
* Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

Name.	Flag and Description.	Tons.	Guns.	H. P.	Commanding Officers.	Last reported at
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Canton
Aspic	gunboat	475	3	450	Lieut. Grellier	Saigon
Avalanche	river gunboat	140	5	150		Haiphong
Baionnett	river gunboat	—	—	150		Saigon
Caronade	river gunboat	—	—	150	Lieut. Hue	Saigon
Casse-tête	river gunboat	140	5	150		Saigon
Chateaurenault†	protected cruiser	8,018	18	1,700	Captain Prat	Saigon
Comète	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Krat (Siam)
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Baie d'Along
Décidée	gunboat	645	10	1,000	Lieutenant L'Enst	Baie d'Along
Descartes	cruiser	3,985	14	5,500	Commander Amet	Saigon
Estoc	river gunboat	303	—	—	Lieut. Mère	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Cotoni	Saigon
Fronde	destroyer	350	—	303	Lieut. Jehenne	Haiphong
Gueydon	armoured cruiser	9,376	7	20,200	Capt. Goudot	Baie d'Along
Henri Rivière	river gunboat	—	—	—	Lieut. Portier	Haiphong
Jacquin	river gunboat	200	6	308	Lieut. Corlouer	Haiphong
Javeline	destroyer	307	—	300	Lieut. Beaussant	Haiphong
Kersaint	cruiser	1,250	7	2,200	Commander Simon	Chemulpo & S'hai
Lynx	sub-marine	—	—	—	Armbruster	Saigon
Montcalm*	armoured cruiser	9,700	12	19,600	Capt. Duval	Saigon
Mousquet	destroyer	307	7	6,300	Lieut. Prat	Haiphong
Olry	river gunboat	—	—	—	Lieut. Audemard	Chungking
Pascal	cruiser	4,015	27	8,500	Commander Chevalier	Colombo
Pelho	gunboat	—	—	—	Lieut. Lavissière	Tongku
Pistolet	destroyer	307	7	6,300	Lieut. de Reinach-Werth	Haiphong
Protée	sub-marine	—	—	—	Lieut. Glorieux	Saigon
Redoutable	battleship, reserve	9,437	8	6,071	Commodre C. P. M. Poidloüe	Saigon
Sabre	destroyer	—	—	—	Lieut. Lebail	Saigon
Styx	armoured gunboat	1,796	10	1,700	Capt. Dupriez	Saigon
Sully	armoured cruiser	10,014	38	20,000	Capt. Guiberteau	Baie d'Along
Surprise	gunboat	629	2	900	Lieut. Roque	Shanghai&Yangtze
Takiang	river gunboat	—	—	—		Upper Yangtse
Takou	destroyer	250	6	—	Capt. Terquem	Saigon
Vauban	battleship, reserve	6,150	23	4,560		Saigon
Vigilante	river gunboat	123	7	500	Lieut. Brugnon	Canton

* Flagship of Vice-Admiral Bayle, Commander-in-Chief.
† Flagship of Rear-Admiral de Fauque de Jonquières, Second-in-Command.

80—C]

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "AUSTRALIEN,"

Captain H. Verron, will be despatched for MARSEILLES on TUESDAY, the 24th January, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS*... 7th February.
S.S. *POLYNESIEN*.....21st February.

L. BRIDOU,
Acting Agent.

Hongkong, 10th January, 1905. [7

PENINSULAR & ORIENTAL STEAM NAV. COMPY.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 28th January, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *India*, 7,911 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Caledonia*, due in London on the 11th March, 1905.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th January, 1905. [2

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyra ‡.....	4,417	G. V. Williams	Ab. Feb. 9
Pleiades ‡ ...	3,753	F. G. Purington	„ Mar. 4
Tremont.....	9,606	T. W. Garlick.	——

‡ Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

Lyra	4,417	G. V. Williams	Jan. 23rd

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL, & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 21st January, 1905. [8

NOTICE OF REMOVAL.

A. FOOK & Co.,

SHIP AND HOUSE COMPRADORES, have this day

REMOVED

TO

No. 12, POTTINGER STREET, (opposite their old establishment).

Hongkong, 24th November, 1904. [62

For Sale.

FOR SALE OR TO LET, AT THE PEAK.

NOS. 2 AND 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with Dressing, Drying and Bath-room; partly furnished; distant thirteen minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to—

SHEWAN, TOMES & Co.

Hongkong, 30th December, 1904. [1398

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

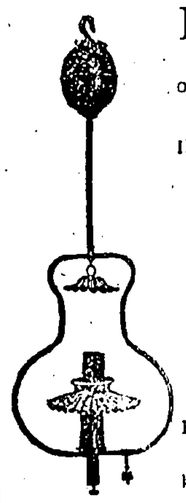
In Casks of 375 lbs. net **$5.00** per Cask ex Factory.

In Bags of 250 lbs. net **$3.20** per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd September, 1904. [50

FOR SALE.



INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904 [54

To Let.

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from $25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker.
Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8 and 10 to 15, GAP ROAD, facing Race Course, within reach of the Electric Cars, thoroughly cleansed and colour-washed, in flats or whole.

Apply to—

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73

TO LET.

GODOWNS Nos. 100 and 101, Praya East, with Water Frontage.

Apply to—

"VICTORIA BUILDINGS."

Hongkong, 28th December, 1904. [1394

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsim Tsa Tsoi, Kowloon. Each with five spacious well-ventilated living rooms, two bath rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ARRATOON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 6th January, 1905. [104

TO LET.

GODOWN No. 3, New Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [71

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70

TO LET.

NO. 1, RIPON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd December, 1904. [69

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 $7,000,000 $250,000	$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 $16.41 for first half-year 1904.....	5 %	$715 buyers London £76
National Bank of China, Limited.....	99,925	£7	£7	$175,533 $191,973	$21,668	$2 (London 3/6) for 1903	5½ %	$38
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,400,000 81,739	$150,494	$17 for 1903	6⅔ %	$250 sales & b.
China Traders' Insurance Company, Limited	24,000	$83.33	$25	$950,000 $151,992 $362,366 $371,445	Nil.	$4⅔ for year ended 30.4.1904	7½ %	$58 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 96 sellers
Union Insurance Society of Canton, Limited	10,000	$250	$100	$1,850,000 £20,000 $372,749 $893,110 $846,773	$2,078,997	$35 for 1903	5 %	$700 sales
Yangtsze Insurance Association, Limited	8,000	$100	$60	$700,000 $37,794	$486,284	$12 for 1902	8 %	$150 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $125,675 $2,561	$329,047	$6 dividend & $1 bonus for 1902	7½ %	$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,170,288	$371,110	$22½ for 1902.....	6⅔ %	$240 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited.....	30,000	$25	$25	none	Dr. $63,123	$5 for 1900.....	...	$23
Douglas Steamship Company, Limited	20,000	$50	$50	$185,000 $80,935	Nil.	$3 for year ended 30.6.1903	6 %	$33½ buyers
Hongkong, Canton & Macao Steamboat Co., Ld. ...	80,000	$15	$15	$250,000 $600,000 $157,555	$16,362	$1½ for first half-year 1904	10⅔ %	$27 buyers
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16=$5.378.....	4½ %	$124 buyers
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tl. 2 for 1904.....	9 %	Tls. 50 sales
Do. (Preference)	100,000						7½ %	Tls. 48 sellers
"Shell" Transport and Trading Company, Limited...	2,000,000	£1	£1	£400,000	£19,555	Interim of 1/- (Coupon No. 5) for 1904 ...	4 %	25/- sellers
"Star" Ferry Company, Limited.....	10,000	$10	$10	$60,000	$1,287	$1.80 & b. 40 cts. $0.90 & b. 20 cts. for year ending 30.4.04	5⅔ %	$38
	10,000	$10	$5	$15,093			3⅔ %	$29
Straits Steamship Company, Limited	5,000	$100	$100	$400,000 $21,075 $18,000 $130,153	$33,648	$5 for 2nd ½-year making $13 for 1903.....	9 %	$145 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 1½ for 1904	10 %	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	none	Dr. $147,717	Interim of $5 for 1904	...	$219
Luzon Sugar Refining Company, Limited.....	7,000	$100	$100	none	Dr. $73,905	$3 for 1897.....	...	$20
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2½ for year ending 30.9.04	4½ %	Tls. 60 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.....	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7.70 sales
Oriental Consolidated Mining Company, Limited ...	50,000	G $10	G. $10	none	G $672,093	50 cents making G. $1 for 1904	6 %	G $18½
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,873	Dr. £4,029	No. 12 of 1/-=48 cents	...	$3½ buyers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903..	...	$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	$25	$25	$70,000	$10,517	$3.75 for 1903	8 %	$45 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ld.	30,000 10,000	$50	$50	$50,989 $250,000	$28,015	Interim of $2½ for 1904 ..... First year	4½ % ...	$104½ old buyers $102 new sellers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$25,500	$505,471	$6 dividend and $2 bonus for first half-year 1904	7½ %	$217 sales
Howarth Erskine, Limited	12,000	$100	$100	$60,000	.....	$10 div. & $5 bonus for year end. 30/6/04 .	7½ %	$203 buyers
New Amoy Dock Company, Limited	6,000	$6¼	$6¼	$55,500	$489	$1½ for 1903	4½ %	$27 sellers
Riley Hargreaves & Co., Limited.....	6,000	$100	$100	$150,000	$40,936	$10 div. and $2½ bonus $7 dividend ..... for 1903	6½ % 6½ %	$190 sellers $111½
Do. (Preference).....	2,750						8 %	Tls. 151 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 5 interim for 1904/5	8¼ %	Tls. 129½ sales
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	3½ %	$350 sales
Tanjong Pagar Dock Company, Limited	37,000	$100	$100	$2,100,000	$43,732	$6 for first half year 1904	3½ %	Tls. 187½ sales
Yangtsze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903.....	9 %	$27 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ...	30,000	$25	$25	none	$9,989	$2½ for year ended 30.6.1904	6 %	Tls. 150 sellers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4	...	Tls. 55
China Land and Finance Company, Limited	6,000	Tls. 50	Tls 50	.....	.....	Interim of Tls. 2	7½ %	$142 sellers
Hongkong Hotel Company, Limited	12,000	$50	$50	$100,000 $11,824 $20,000	$11,668	$5 for first half-year 1904	8 %	$145 sellers
Hongkong Land Investment and Agency Co., Ld. ...	50,000	$100	$100	$500,000	$51,066	Interim of $6 for 1904	4½ %	Tls. 19 sales
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87½ for the year ending 31.3.1904 ...	7½ %	$12½ sales
Humphreys Estate & Finance Company, Limited ...	150,000	$10	$10	$200,607 $50,000	$9,177	90 cents for 1903	6½ %	$38½
Kowloon Land and Building Company, Limited.....	6,000	$50	$30	none	$636	$2.60 for 1903	7 %	Tls. 114 sa. & b.
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	...	Tls. 44 buyers
Tientsin Hotel des Colonies, Limited.....	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3½.....	7 %	Tls. 120 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	...	Tls. 12 buyers
Wei-hai-wei Land and Building Company, Limited...	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	5 %	$59 sellers
West Point Building Company, Limited	12,500	$50	$50	none	$1,362	Interim of $1½ for 1904	4½ %	Tls. 24 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld....	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	3½ %	$13 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	125,000	$10	$10	none	$22,862	50 cents for the year ending 31.7.04.....	...	Tls. 25 sales
International Cotton Manufacturing Company, Ld....	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 25 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares ...	...	Tls. 150
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	$100 buyers
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	$200	$200	$779	nil	$125 for year ending 30.6.1900	...	$9½
Philippine Company, Limited	67,500	$10	$10	.....	.....	First year	...	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	9 %	Tls. 65 buyers
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	$10	$10	$250,000 $25,000	$2,883	Interim of 50 cents for 1904	8 %	$12½ sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5½ %	$5
Campbell, Moore & Co., Limited.....	1,200	$10	$10	$[illegible]500	$596	$3 for 1903.....	7½ %	$30 sellers
Central Stores, Limited	6,000	$15	$12	$20,000	$1,253	Interim of $1.20 for 1904	11½ %	$22 sellers
Do. (Founders').	123						...	$100
Do. (New Issue)	24,000	$15	$7½	.....	First year	None	6½ %	$8 sellers
China-Borneo Company, Limited.....	60,000	$12	$12	none	Nil.	Preferential of 7 per cent for 1904.....	4½ %	$13½ buyers
China Flour Mill Co., Limited.....	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	60 cents for 1903	8 %	Tls. 75 sales
China Light and Power Company, Limited	30,000	$10	$10	none	$3,739	Tls. 6 for 1903	...	$10
China Provident Loan & Mortgage Company, Ld....	100,000	$10	$10	$8,0000	$1,581	None	9 %	$9
Dairy Farm Company, Limited	25,000	$7½	$6	.....	.....	80 cents for 1904	...	$12 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	$1½ for year ending 31.7.1903	...	Tls. 10 sales
Fraser and Neave, Limited	4,500	$50	$50	$112,500	$2,706	Tls. 5 for 1902	7½ %	$100
Green Island Cement Company, Limited	100,000	$10	$10	$350,000	$32,115	$5 div. and $2½ bonus for 1903	5 %	$29 sellers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$13,104	$1.50 for 1903	14 %	$24 sales
Hongkong & China Gas Company, Limited.....	7,000	£10	£10	£23,109 £3,000	£7,625	Interim of $1.....	7½	$160 buyers
Hongkong Electric Company, Limited	30,000 30,000	$10 $10	$10 $5	none	$1,747	£1 div. and 2/- bonus for 1903	6½ % 5½ %	$15 buyers $9 buyers
Hongkong High-Level Tramways Company, Ld.....	1,250	$100	$100	$50,000	$1,795	$1.00 50 cents for year ending 30.4.1904	5½ %	$265 sellers
Hongkong Ice Company, Limited	5,000	$25	$25	$35,000	$5,844	$15 for year ending 30.11.1904	6 %	$255 sales & b.
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$50,000	$8,395	Interim of $4 for 1904.....	6½ %	$155 buyers
Hongkong Steam Waterboat Company, Limited.....	15,000	$10	$10	$2,500	$299	$10 for 1903	9½ %	$20
Katz Brothers, Limited	10,000	$100	$100	$375,000	.....	Final of 70 cts. and 50 cts. bonus making $1.90 for the year ended 30.9.04.....	9½ %	$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none	$21,582	$13 for 1903	8½ %	$140 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat.....	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	Interim of $5	13 %	Tls. 270 sales
Maynard and Company, Limited.....	3,400	$10	$10	none	$803	4th quarterly of Tls. 5, paid 15.12.04 making in all Tls. 35, for 1904	7½ %	$27 buyers
S. Moutrie & Company, Limited	4,000	$50	$50	$5,000	$832	$2 for year ended 31.10.1903	9 %	$55 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	None	Dr. $5,537	Final of $3 making $5 for the year ending 30.6.04.....	...	$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	None	8 %	Tls. 105 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Interim of Tls. 3½ for 1904	5½ %	Tls. 90 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Tls. 5 for 1903	7½ %	Tls. 165
Shanghai Waterworks Company, Limited.....	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Interim of 7 % for 1904	6 %	Tls. 400 buyers
Singapore Dispensary, Limited	600	$50	$50	$6,000	$800	Interim of 15/- for 1904	6 %	$80
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $39,020	$5 for year ended 31.7.1903	...	$25 nominal
Steam Laundry Company, Limited	5,000 10,000	$5 $5	$5 $3	none	$3,644	None	8½ %	$7
Straits Ice Company, Limited	2,000	$100	$100	$45,000	.....	60 cents for year ended 31.5.04 ..... First year	...	$4 buyers
Straits Trading Company, Limited	250,000	$10	$10	$650,000	$83,403	$7½ for second half year 1903	9½ %	$160 sales
Tientsin Native City Waterworks Company, Ld.....	2,941	Tls. 100	Tls. 100	none	Tls. 413	$1 div. and 25 cents bonus for half year ended 30.3.1904.....	6½ %	$39 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Tls. 2 for half year	...	T.Tls. 110
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$20,000	$480	Final of Tls. 4 making Tls. 8 for 1903/4 ...	6½ %	T.Tls. 130
Do. (Founders')	100	$10	$10	$4,802	$1,042	90 cents $29.70 for year ended 31.5.1904.....	9½ % 16½ %	$9½ buyers $180 buyers
Watkins, Limited.....	10,000	$10	$10	$3,000	$588	$1 for 1903.....	...	$9 sellers
William Powell, Limited	12,000	$10	$10			Final of 70 cents making $1.20 for the year ending 30.6.1904.....	9½ %	$12½

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